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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

AGENDA

Major Projects Committee

December 10, 2009

9:00 a.m.

Location:

SANBAG Offices

The Super Chief Room

1170 W. 3rd Street, 2nd Floor

San Bernardino, CA 92410

Major Projects Committee Membership

Chair

John Pomierski, Mayor
City of Upland

Gary Ovitt, Supervisor
County of San Bernardino

Rhodes "Dusty" Rigsby,
Mayor Pro Tem
City of Loma Linda

Vice-Chair

Bea Cortes, Council Member
City of Grand Terrace

Dennis Yates, Mayor
City of Chino

Paul M. Eaton, Mayor
City of Montclair

Ed Scott, Council Member
City of Rialto

Gwenn Norton-Perry, Council Member
City of Chino Hills

Alan Wapner, Council Member
City of Ontario

Paul Biane, Supervisor
County of San Bernardino

Kelly Chastain, Mayor
City of Colton

Diane Williams, Council Member
City of Rancho Cucamonga

Neil Derry, Supervisor
County of San Bernardino

Mark Nuaimi, Mayor
City of Fontana

Pat Gilbreath, Mayor Pro Tem
City of Redlands

Josie Gonzales, Supervisor
County of San Bernardino

Larry McCallon, Council Member
City of Highland

Pat Morris, Mayor
City of San Bernardino

Richard Riddell, Mayor
City of Yucaipa

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency

Major Projects Committee
December 10, 2009
9:00 a.m.

LOCATION:
Santa Fe Depot
The Super Chief Room

1170 W. 3rd Street, 2nd Floor, San Bernardino

CALL TO ORDER – 9:00 a.m.
(Meeting chaired by Mayor John Pomierski.)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications – Nessa Williams

1. Possible Conflict of Interest Issues for the SANBAG Major Projects Meeting of December 10, 2009 Pg. 9

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minutes summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Major Projects Attendance Roster Pg. 10

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Calendar

3. 2010 Major Projects Committee Meeting Schedule Pg. 14

Approve the 2010 Major Projects Committee Meeting Schedule
Garry Cohoe

Notes/Action

4. Construction management services and construction support services for the SR 210, Muscoy UPRR bridge seismic retrofit project Pg. 28

1. Approve Amendment No. 6 to Contract No. 03-013 with Lim and Nascimento Engineering Corporation in the amount of \$162,966, increasing the contract total amount from \$28,159,179 to \$28,322,145, and extending the completion date to August 31, 2010.

2. Approve Amendment No. 1 to Contract No. 09-095 with HNTB to extend the completion date to August 31, 2010. **Garry Cohoe**

5. Approve Cooperative Agreement No. C10162 with Caltrans for the Project Approval and Environmental Document (PA/ED) phase and Plans, Specifications, and Estimates (PS&E) phase of the Interstate 10 (I-10)/Tippecanoe Avenue Interchange project which would supersede Cooperative Agreements C04050, as amended, and C10047 Pg. 38

Approve Cooperative Agreement No. C10162 with Caltrans for the PA/ED and PS&E phases of the I-10/Tippecanoe Avenue Interchange project and terminate Cooperative Agreements C04050, as amended, and C10047. **Garry Cohoe**

6. Delivery of the I-215/I-15 Devore Interchange project using the Design-Build delivery method in lieu of the traditional Design-Bid-Build method. Pg. 53

1. Authorize staff to proceed with a Design-Build delivery method for the I-215/I-15 Devore Interchange project.

2. Authorize staff to negotiate with Caltrans and reach agreement on roles and responsibilities, staffing assignments, project organization, schedule & cost, and the designation of Caltrans as the responsible agency for project development. **Garry Cohoe**

7. Amendment 6 to Cooperative Agreement 95-065 with San Bernardino County Real Estate Services for right of way acquisition services Pg. 57

Approve Amendment 6 to Cooperative Agreement No. 95-065 with San Bernardino County Real Estate Services for right of way acquisition services extending the period of performance two more years through December 31, 2011 and increasing contract maximum not to exceed amount by \$200,000 for a new agreement total of \$1,841,000.00 as described in the financial impact section below. **Garry Cohoe**

8. Property appraisals and offers for purchase of properties necessary for the Hunts Lane and Union Pacific Railroad Company (UPRR) Grade Separation Project Pg. 61

1. Approve appraisals for three (3) residential properties in the City of Colton identified by Assessor's Parcel Numbers 016-439-101, 016-439-124 and 016-439-125, to be acquired for the Hunts Lane Grade Separation Project, and
2. Authorize staff to proceed with the full acquisition of three (3) residential properties identified by Assessor's Parcel Numbers 016-439-101, 016-439-124 and 016-439-125, including relocation assistance and demolition of the existing structures, in an amount not to exceed \$1,000,000, and
3. Authorize the Executive Director to act on behalf of SANBAG in signing offers to purchase three (3) residential properties identified by Assessor's Parcel Numbers 016-439-101, 016-439-124 and 016-439-125 for the Hunts Lane Grade Separation Project.

Garry Cohoe

9. Hunts Lane and Union Pacific Railroad Company (UPRR) Grade Separation Project Resolution of Necessity Pg. 65

Receive staff report updating the Committee on issues discussed at the December 2, 2009 Board Resolution of Necessity hearing for the Hunts Lane and Union Pacific Railroad Grade Separation Project. **Garry Cohoe**

10. Categorical Exemption determination under the California Environmental Quality Act (CEQA) for Tier 3 and Tier 4 of the San Bernardino Valley Coordinated Traffic Signal System Program Pg. 66

1. Approve the determination that Tier 3 and Tier 4 of the San Bernardino Valley Coordinated Traffic Signal System Program is Categorically Exempt under CEQA, CCR Title 14, Section 15302 (Replacement or Reconstruction of Existing Facilities) and CCR Title 14 Section 15303 (New Construction of Small New Equipment)
2. Approve the Notice of Exemption, attached as Attachment "A" for filing with the San Bernardino County Clerk. **Garry Cohoe**

11. Reconfirm Support of SANBAG's Transportation Reauthorization Projects Pg. 70

Re-adopt Board approved projects for the Federal Transportation Reauthorization bill (Attachment #3). **Jennifer Franco**

12. Results of Capital Project Needs Analysis (CPNA) for Measure I 2010-2040 Apportionment

**Pg. 79
(1 hour)**

Receive report on requests for Measure I 2010-2040 funds for projects identified in the Capital Project Needs Analyses. **Ty Schuiling**

Additional Items from Committee Members

Brief Comments by General Public

Director's Comments

Acronym Listing

Pg. 95

ADJOURNMENT

**The next Major Projects Committee
Meeting is January 14, 2010.**

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting, Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on "Request to Speak" forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may "Call for the Question."
- Upon a "Call for the Question," the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair's discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair's direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM 1

Date: December 10, 2009

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the SANBAG Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
4	03-013-06	Lim and Nascimento Engineering Corporation <i>Peter Lim</i>	S2 Engineering Jacobs Caltrop
4	09-095-01	HNTB <i>Michael Kraman</i>	AECOM (formerly DMJM)

Financial Impact: This item has no direct impact on the SANBAG budget.

Reviewed By: This item is prepared monthly for review by SANBAG Board and Committee members.

*

Approved
Major Projects Committee

Date: December 10, 2009

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

AGENDA ITEM 2
MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD – 2009

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Eaton City of Montclair	X	X			X	X	X	X	X	X	X	
John Pomierski City of Upland	X	X	X	X	X	X	X	X	X	X	X	
Paul Biane Board of Supervisors	X		X	X	X	X		X		X	X	
Kelly Chastain City of Colton	X	X	X	X	X	X	X	X	X	X		
Rhodes “Dusty” Rigbsby City of Loma Linda	X	X	X		X		X	X	X	X	X	
Bea Cortes City of Grand Terrace	X	X		X	X	X	X	X	X	X	X	
Pat Gilbreath City of Redlands	X	X	X	X	X	X	X	X	X	X	X	
Josie Gonzales Board of Supervisors			X			X		X			X	
Neil Derry Board of Supervisors		X	X	X	X	X	X	X	X	X	X	
Larry McCallon City of Highland	X	X		X	X	X	X	X	X		X	
Patrick Morris City of San Bernardino	X	X	X	X	X	X	X	X	X	X		
Gwenn Norton-Perry City of Chino Hills			X				X		X		X	
Mark Nuaimi City of Fontana	X	X	X	X	X	X	X	X	X	X		
Gary Ovitt Board of Supervisors					X	X	X	X	X			

X = Member attended meeting.
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Empty box = Member did not attend meeting

Shaded box = Not a member at the time.
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AGENDA ITEM 2
MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD – 2009

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Dick Riddell City of Yucaipa	X	X	X	X	X	X	X	X	X	X	X	
Ed Scott City of Rialto	X	X		X	X		X	X	X	X		
Alan Wapner City of Ontario	X	X	X	X	X	X	X	X	X	X		
Diane Williams City of Rancho Cucamonga	X	X	X	X	X	X	X	X	X	X	X	
Dennis Yates City of Chino	X	X		X		X	X	X	X	X	X	

AGENDA ITEM 2
MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD – 2008

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Eaton City of Montclair	X	X		X	X		X	X		X	X	X
John Pomierski City of Upland	X	X	X	X	X	X		X	X	X	X	X
Paul Biane Board of Supervisors	X	X	X		X	X						
Kelly Chastain City of Colton	X	X	X	X	X		X	X	X	X	X	X
Robert Christman City of Loma Linda	X	X	X	X	X	X						
Rhodes "Dusty" Rigbsby City of Loma Linda							X	X	X	X	X	X
Bea Cortes City of Grand Terrace	X	X	X	X	X	X		X	X	X	X	X
Pat Gilbreath City of Redlands	X	X		X	X	X	X	X		X	X	X
Josie Gonzales Board of Supervisors	X		X	X		X	X			X	X	X
Dennis Hansberger Board of Supervisors		X	X	X		X	X		X	X	X	
Neil Derry Board of Supervisors												
Larry McCallon City of Highland		X	X		X		X		X	X		X
Patrick Morris City of San Bernardino		X	X	X	X	X		X		X	X	X
Gwenn Norton-Perry City of Chino Hills				X								X

X = Member attended meeting.

* = Alternate member attended meeting.

Empty box = Member did not attend meeting

Shaded box = Not a member at the time.

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AGENDA ITEM 2
MAJOR PROJECTS POLICY COMMITTEE ATTENDANCE RECORD – 2008

Name	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Mark Nuaimi City of Fontana	X	X	X	X	X	X	X	X	X	X	X	X
Gary Ovitt Board of Supervisors				X	X		X		X			X
Dick Riddell City of Yucaipa	X	X	X	X	X	X	X	X		X	X	X
Grace Vargas City of Rialto	X				X	X	X	X		X	X	X
Paul Leon City of Ontario	X	X		X	X	X	X	X	X	X	X	X
Diane Williams City of Rancho Cucamonga	X		X	X	X	X	X	X	X	X	X	X
Dennis Yates City of Chino	X	X	X			X	X	X	X	X	X	X

X = Member attended meeting.

* = Alternate member attended meeting.

Empty box = Member did not attend meeting

Shaded box = Not a member at the time.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: December 10, 2009

Subject: 2010 Major Projects Committee Meeting Schedule

Recommendation:* Approve the 2010 Major Projects Committee Meeting Schedule

Background: The SANBAG Major Projects Committee has established a regular meeting schedule on the second Thursday following the SANBAG Board meeting, beginning at 9:00 a.m., in the Super Chief Room at the Sante Fe Depot. Although a monthly schedule is adopted, it is acknowledged that when there are not sufficient business items to require a meeting, the meeting will be cancelled. It has also been the practice to modify the meeting location or time when it appears that a quorum will not be present. SANBAG staff, however, has been directed to make every effort to minimize deviation from the regular schedule to insure continuity of meetings and participation.

A proposed 2010 meeting schedule is identified below for approval. Committee members and staff are urged to calendar these meetings for the coming year. Advance confirmation of meetings or cancellation notices are part of SANBAG's standard procedure for meeting preparation. The proposed 2010 meeting schedule does conform to the second Thursday following the SANBAG Board meeting with the exception of November 11, 2010 which falls on the Veteran's Day holiday. The Committee is requested to identify a new date for the month of November, 2010. The proposed 2010 meeting dates are as follows:

*

Approved
Major Projects Committee

Date: December 10, 2009

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

January 14, 2010	May 13, 2010	September 9, 2010
February 11, 2010	June 10, 2010	October 14, 2010
March 11, 2010	July 15, 2010 *	November 11, 2010 **
April 15, 2010 *	August 12, 2010	December 9, 2010

* This date falls on the 3rd Thursday of the month

** This date falls on Veteran's Day Holiday

Financial Impact: Approval of the regular meeting schedule has no impact upon the SANBAG budget. Activities to support the Major Projects Committee meetings are in the approved SANBAG budget in Task No. 81510000, Measure I Program Management and Project Development.

Reviewed By: This item is scheduled for review by the Major Projects Committee on December 10, 2009.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

January 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 New Year's Day	2
3	4	5	6 Board of Directors	7	8	9
10	11	12	13 Admin Committee	14 Major Projects	15 Mt/Desert	16
17	18 Martin Luther King	19	20 Plans and Programs League New Mayor/Council Members	21 Commuter Rail/Transit League New Mayor/Council Members	22 League New Mayor/Council Members	23
24	25	26	27	28	29	30
31						

February 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3 Board of Directors	4	5	6
7	8	9	10 Admin. Comm.	11 Major Projects	12	13
14	15 President's Day	16	17 Plans and Programs	18	19 Mt/Desert	20
21	22	23	24	25	26	27
28						

March 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3 Board of Directors	4	5	6 NACO Legis. Conf.
7 NACO Legis. Conf.	8 NACO Legis. Conf.	9 NACO Legis. Conf.	10 Admin. Comm. NACO Legis. Conf.	11 Major Projects	12	13
14	15	16	17 Plans and Programs	18 Commuter Rail/Transit City/County Conference	19 City/County Conference	20
21	22	23	24	25	26 Mt/Desert	27
28	29	30	31			

April 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7 Board of Directors	8	9	10
11	12	13	14 Admin. Comm.	15 Major Projects	16 Mt/Desert	17
18	19	20	21 Plans and Programs	22	23	24
			League Legislative Action Days	League Legislative Action Days	League Legislative Action Days	
25	26	27	28	29	30	

May 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5 Board of Directors	6	7	8
9	10	11	12 Admin.	13 Major Projects	14	15
16	17	18	19 Plans and Programs	20 Commuter Rail/Transit	21 Mt/Desert	22
23	24	25	26	27	28	29
30	31					

June 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2 Board of Directors	3	4	5
			CSAC Legislative Conf.	CSAC Legislative Conf.		
6	7	8	9 Admin. Comm.	10 Major Projects	11	12
13	14	15	16 Plans and Programs	17	18 Mt/Desert Comm.	19
20	21	22	23	24	25	26
27	28	29	30			

July 2010						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7 Board of Directors	8	9 Mt. Desert	10
11	12	13	14 Admin. Comm.	15 Major Projects	16	17
					NACO Annual Conf.	NACO Annual Conf.
18	19	20	21 Plans and Programs	22 Commuter Rail/Transit	23	24
NACO Annual Conf.	NACO Annual Conf.	NACO Annual Conf.				
25	26	27	28	29	30	31

August 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 Board of Directors	5	6	7
8	9	10	11 Admin.	12 Major Projects	13	14
15	16	17	18 Plans and Programs	19	20 Mt/Desert	21
22	23	24	25	26	27	28
29	30	31				

September 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Board of Directors 2	2	3	4
5	6 Labor Day	7	8 Admin. Comm.	9 Major Projects	10	11
12	13	14	15 Plans and Programs League Annual Conf.	16 Commuter Rail/Transit League Annual Conf.	17 League Annual Conf.	18
19	20	21	22	23	24 Mt/Desert	25
26	27	28	29	30		

October 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6 Board of Directors	7	8	9
10	11	12	13 Admin. Comm.	14 Major Projects	15 Mt/Desert	16
17	18	19	20 Plans and Programs	21	22	23
24	25	26	27	28	29	30
31						

November 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3 Board of Directors	4	5	6
7	8	9	10 Admin. Comm.	11 Major Projects VETERAN'S DAY	12	13
14	15	16	17 Plans and Programs	18 Commuter Rail	19 Mt/Desert	20
		CSAC Annual Conf.	CSAC Annual Conf.	CSAC Annual Conf.	CSAC Annual Conf.	
21	22	23	24	25 THANKSGIVING	26 THANKSGIVING	27
28	29	30				

December 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Board of Directors 2		3	4
5	6	7	8 Admin. Comm.	9 Major Projects	10	11
12	13	14	15 Plans and Programs	16	17 Mt/Desert	18
19	20	21	22	23 HOLIDAY	24 HOLIDAY	25
26	27	28	29	30 HOLIDAY	31 HOLIDAY	

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: December 10, 2009

Subject: Construction management services and construction support services for the SR 210, Muscoy UPRR bridge seismic retrofit project

Recommendation:* 1) Approve Amendment No. 6 to Contract No. 03-013 with Lim and Nascimento Engineering Corporation in the amount of \$162,966, increasing the contract total amount from \$28,159,179 to \$28,322,145, and extending the completion date to August 31, 2010.

2) Approve Amendment No. 1 to Contract No. 09-095 with HNTB to extend the completion date to August 31, 2010.

Background: **These actions are amendments to two (2) current professional services contracts.**

Recommendation 1 Background

In October 2002, the Board approved Contract No. 03-013 with Lim and Nascimento Engineering Corporation (LAN) to provide construction management services for the multiple SR 210, Segments 9-11 and Interstate 10 East Projects in the amount of approximately \$8.5 million. The contract divided the projects into three phases, with each phase requiring Board approval.

Approved
Major Projects Committee

Date: December 10, 2009

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

The original contract approved by the Board in October 2002 covered what was considered Phase I, and Amendment Nos. 1 and 2 provided Board approval of Phases II and III. Amendment No. 3 added construction management services for the I-10 Live Oak Canyon Interchange project to the contract and Amendment No. 4 included the close-out efforts on several projects and construction management services for SR210 Muscoy UPRR bridge seismic retrofit.

In July 2009, the Board approved Amendment No. 5 to extend the term of the contract through June 2010 (allowing adequate time for project closeouts); and to revise the total contract amount in recognition of the additional work performed by the consultant in securing UPRR approvals for the SR-210 Muscoy project; additional effort needed to close out SR-210 Mainline Segments 9 through 11, which took longer than expected; and for additional duration of the I-10 Live Oak Canyon project through June 2009.

In addition to delays in securing necessary UPRR approvals of the contractor's shoring plans, the project suffered another schedule setback when material coating of State-furnished, structural steel elements stored outside the SANBAG construction field office in Yucaipa were determined to require rework due to prolonged exposure to the elements. Staff worked closely with the construction management consultant and Caltrans Materials Engineering and Testing Services (METS) to quickly identify a qualified, local contractor that provided the lowest quoted price to load, transport, strip, re-weld, clean and re-paint the steel plates and assemblies.

Amendment No. 6 was requested by the consultant to provide adequate resources to carry construction management services for the SR-210 Muscoy UPRR project through the new expected June 2010 completion date. The revised contract completion date of August 31, 2010 will allow adequate time for the consultant to assist staff in closing out the Muscoy retrofit project.

This amendment increases the total contract amount by \$162,966, including a 10% contingency of \$14,815, for a new not-to-exceed total contract amount of \$28,322,145 for contract 03-013.

Recommendation 2 Background

In July 2003, the SANBAG Board authorized a contract 04-009 with HNTB Corporation to provide design support during construction of the SR-210 Segment 10 project. In December 2006 the SANBAG Board authorized Amendment No. 2 to that contract which amended the scope of work to remove the Muscoy UPRR Seismic Retrofit work from Segment 10 construction.

At the September 2008 Board meeting a construction contract was awarded to Beador Construction for the construction of the Muscoy UPRR Seismic Retrofit project. In November 2008, the Board authorized a sole source contract 09-095 with HNTB Corporation to provide construction support services for the Muscoy Retrofit project, as well as to complete as-built plans for the entire Segment 10.

Contract 09-095 is set to expire on December 31, 2009 and it is recommended to extend the term of this agreement until August 31, 2010 to allow adequate time to complete as-built plans and close out the project. No changes are proposed to the existing contract budget at this time.

Financial Impact: These recommendations are consistent with the fiscal year 2009/2010 budget for Task 82410000.

Reviewed By: This item will be reviewed by the Major Projects Committee on December 10, 2009. SANBAG Counsel has reviewed and approved these amendments as to form.

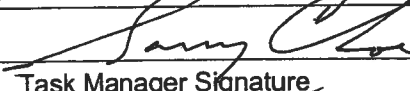

Responsible Staff: Garry Cohoe, Director of Freeway Construction

SANBAG Contract No. 03-013-06
by and between
the San Bernardino County Transportation Authority
and
Lim and Nascimento Engineering Corporation (LAN)
for
Construction Management Services for SR210, Segments 9-11

FOR ACCOUNTING PURPOSES ONLY							
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # <u>TBD</u> Vendor ID <u>LAN</u>	Retention: <input type="checkbox"/> Yes ____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Original <input checked="" type="checkbox"/> Amendment				
Notes:							
Original Contract: \$ <u>8,416,227</u>		Previous Amendments \$ <u>19,742,952</u>					
Contingency / Allowance Amount \$ <u>0</u>		Previous Amendments \$ <u>0</u> Contingency / Allowance Total: Current Amendment: \$ <u>148,151</u> Current Amendment Contingency / Allowance: \$ <u>14,815</u>					
Contingency Amount requires specific authorization by Task Manager prior to release.							
Contract TOTAL ►			\$ <u>28,322,145</u>				
* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure. ▼ Include funding allocation for the original contract or the amendment							
Main Task/ Project	Level 1	Level 2	Cost Code/ Object	Grant ID/ Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt	
<u>824</u>	_____	_____	<u>5553</u>	<u>#1300</u>	<u>Measure I Funds</u>	\$ <u>162,966</u>	
_____	_____	_____	_____	_____	_____	\$ _____	
Original Board Approved Contract Date: <u>10/2/02</u>				Contract Start: <u>10/3/02</u>		Contract End: <u>6/30/10</u>	
New Amend. Approval (Board) Date: <u>1/6/10</u>				Amend. Start: <u>1/7/10</u>		Amend. End: <u>8/31/10</u>	
Allocate the Total Contract Amount or Current Amendment amount between Approved Budget Authority in the current year and Future Fiscal Year(s) Unbudgeted Obligation .							
Approved Budget Authority ►		Fiscal Year: <u>09/10</u> \$ <u>162,966</u>		Future Fiscal Year(s) – Unbudgeted Obligation ►		\$ <u>0</u>	
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>824</u> (C-Task may be used here.).							
<input type="checkbox"/> A budget amendment is required. A Budget Amendment Request is attached.							

CONTRACT MANAGEMENT	
Check all applicable boxes:	
<input type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private
<input type="checkbox"/> Disadvantaged Business Enterprise (DBE)	<input type="checkbox"/> Underutilized DBE (UDBE)
<input type="checkbox"/> Federal Funds	<input checked="" type="checkbox"/> State/Local Funds

Task Manager: <u>Garry Cohoe</u>	Contract Manager: <u>Michael Barnum</u>
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 Task Manager Signature	<u>12/3/09</u> Date	 Contract Manager Signature	<u>12/3/09</u> Date
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Chief Financial Officer Signature _____ Date _____

Finance will not process any payments without budget authority and properly executed contracts.

Form 28 9/09 Contract Summary Sheet

A0301306

TN 82410000

AMENDMENT NO. 6
AGREEMENT BY AND BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
LIM AND NASCIMENTO ENGINEERING CORPORATION (LAN)
FOR
CONSTRUCTION MANAGEMENT SERVICES FOR SR-210

This AMENDMENT No. 6 to CONTRACT No. 03-013 entered into this 6th day of January, 2010 between the firm of Lim and Nascimento Engineering Corporation (hereafter called CONSULTANT) and the San Bernardino Associated Governments/San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WITNESSETH,

WHEREAS, SANBAG, under SANBAG Contract 03-013 ("Contract"), has engaged the services of CONSULTANT to provide construction management services for the Route 210 Segments 9-11 Project and under Amendment No. 4 to Contract engaged CONSULTANT to provide construction management services for the SR210 Muscoy Upper Bridge Seismic Retrofit Project ("Project"); and

WHEREAS, a lengthened construction schedule for the Project has impacted the construction management scope and the parties desire to amend the Contract to increase the Contract not-to-exceed amount; and,

NOW THEREFORE, the parties mutually agree to amend the Contract as follows:

1. Article 2, sub-paragraph 2.1 shall be replaced by the following; The Period of Performance by CONSULTANT under this Contract shall commence on October 3, 2002 and continue to August 31, 2010, or until otherwise terminated or cancelled as hereinafter directed, or unless extended by direction of SANBAG.
2. Article 3. The not-to-exceed amount of the Contract shall be increased by \$162,966, including \$14,815 in contingencies. The amended total Contract not-to-exceed amount shall be \$28,322,145.
3. The revised staffing plan, and costs associated with the revised Period of Performance are included in Attachment "A" to this Amendment and are hereby made a part of the Contract.

Except as amended by this Amendment No. 6, all other provisions of the Contract and any prior Amendments to the Contract remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have below signed:

San Bernardino County
Transportation Authority

Lim and Nascimento
Engineering Corporation

By: _____
Paul M. Eaton, President
SANBAG Board of Directors

By: _____
Title: _____

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Jean Rene Basle
SANBAG Counsel

Date: _____

**SANBAG Live Oak Canyon and Muscoy Retrofit
Contract Amendment No. 6**

SANBAG Projects Staff Projection based on a 168 hours/month

Labor Dollars Allocation

I-10 Live Oak Canyon Interchange												
Year	Billing	2010										
Month	Rate	Sep	Oct	Nov	Dec	Jan	Jan	Feb	Mar	Apr	May	TOTAL
Total												

Muscoy Retrofit

Year	Billing	2010										
Month	Rate	Sep	Oct	Nov	Dec	Jan	Jan	Feb	Mar	Apr	May	TOTAL
Kevin Tran (RE)	\$153.28			\$1,532.80	\$6,131.20	\$6,131.20	\$6,131.20	\$6,131.20	\$6,131.20	\$6,131.20	\$6,131.20	\$38,320.00
Tom Nowak (SR/INSP)	\$140.09			\$5,603.60	\$23,535.12	\$23,535.12	\$23,535.12	\$23,535.12	\$23,535.12	\$23,535.12	\$23,535.12	\$146,814.32
Total				\$7,136.40	\$29,666.32	\$29,666.32	\$29,666.32	\$29,666.32	\$29,666.32	\$29,666.32	\$29,666.32	\$185,134.32

Total Labor Dollars				\$7,136.40	\$29,666.32	\$29,666.32	\$29,666.32	\$29,666.32	\$29,666.32	\$29,666.32	\$29,666.32	\$185,134.32
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Other Direct Cost - Dollars

Description	Unit Cost	Sep	Oct	Nov	Dec	Jan	Jan	Feb	Mar	Apr	May	Total
Mcs. Office Supplies	\$100			\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$700.00
Truck *	\$6.55			\$327.50	\$1,362.40	\$1,362.40	\$1,362.40	\$1,362.40	\$1,362.40	\$1,362.40	\$1,362.40	\$8,501.90
Cell Phone *	\$0.45			\$22.50	\$93.60	\$93.60	\$93.60	\$93.60	\$93.60	\$93.60	\$93.60	\$584.10
Total ODC Cost				\$450.00	\$1,556.00	\$1,556.00	\$1,556.00	\$1,556.00	\$1,556.00	\$1,556.00	\$1,556.00	\$9,786.00

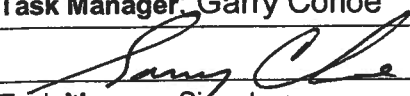
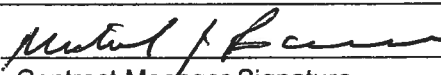

* Hourly Truck cost = \$1100/168 hrs, Hourly Cell cost = \$76/168 hrs.

Total Amount Required from Nov 13, 2009 to May 2010	\$194,920.32
Remaining Budget as of 11/13/09	\$46,769.15
Total Amount Requested this Amendment	\$148,151.17

SANBAG Contract No. 09-095-01
by and between
the San Bernardino County Transportation Authority
and
HNTB Corporation
for
Construction Support Services for Muscoy Seismic Retrofit

FOR ACCOUNTING PURPOSES ONLY						
<input type="checkbox"/> Payable	Vendor Contract # <u>TBD</u>	Retention:	<input type="checkbox"/> Original			
<input type="checkbox"/> Receivable	Vendor ID <u>HNTB</u>	<input type="checkbox"/> Yes ____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment			
Notes:						
Original Contract: \$ 156,000		Previous Amendments \$ 0				
		Previous Amendments \$ 0				
		Contingency / Allowance Total:				
Contingency / Allowance Amount \$ 0		Current Amendment: \$ 0				
		Current Amendment Contingency / Allowance: \$ 0				
Contingency Amount requires specific authorization by Task Manager prior to release.						
Contract TOTAL ►				\$ 156,000		
* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.						
▼ Include funding allocation for the original contract or the amendment						
Main Task/ Project	Level 1	Level 2	Cost Code/ Object	Grant ID/ Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
_____	_____	_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	_____	_____	\$ _____
Original Board Approved Contract Date: <u>11/5/08</u>				Contract Start: <u>11/7/08</u>		Contract End: <u>12/31/09</u>
New Amend. Approval (Board) Date: <u>1/6/10</u>				Amend. Start: <u>1/7/10</u>		Amend. End: <u>8/31/10</u>
Allocate the Total Contract Amount or Current Amendment amount between Approved Budget Authority in the current year and Future Fiscal Year(s) Unbudgeted Obligation .						
Approved Budget Authority ►		Fiscal Year: <u>09/10</u> \$ 0		Future Fiscal Year(s) – Unbudgeted Obligation ►		\$ 0
<input checked="" type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>824</u> (C-Task may be used here.).						
<input type="checkbox"/> A budget amendment is required. A Budget Amendment Request is attached.						

CONTRACT MANAGEMENT	
Check all applicable boxes:	
<input type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private
<input type="checkbox"/> Federal Funds	<input checked="" type="checkbox"/> State/Local Funds
<input type="checkbox"/> Disadvantaged Business Enterprise (DBE)	<input type="checkbox"/> Underutilized DBE (UDBE)

Task Manager: <u>Garry Cohoe</u>		Contract Manager: <u>Michael Barnum</u>	
	<u>12/2/09</u>		<u>12/2/09</u>
Task Manager Signature	Date	Contract Manager Signature	Date
	<u>12/13/09</u>		
Chief Financial Officer Signature	Date		

AMENDMENT NO. 1
AGREEMENT BY AND BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
AND
HNTB CORPORATION
FOR
CONSTRUCTION SUPPORT SERVICES FOR MUSCOY SEISMIC RETROFIT

This AMENDMENT No. 1 to CONTRACT No. 09-095 entered into this 6th day of January, 2010 by the firm of HNTB Corporation (hereafter called CONSULTANT) and the San Bernardino Associated Governments/San Bernardino County Transportation Authority (hereafter called AUTHORITY):

WITNESSETH,

WHEREAS, SANBAG, under SANBAG Contract 09-095, has engaged the services of CONSULTANT to provide construction support services for Muscoy Bridge Seismic Retrofit Project; and,

WHEREAS, a lengthened project construction schedule has impacted construction support scope; the parties hereto desire to amend the aforesaid contract to revise the period of performance,

NOW THEREFORE, the parties hereto do mutually agree to amend Contract 09-095, as follows:

1. Article 2, sub-paragraph 2.1 shall be replaced by the following; The Period of Performance by CONSULTANT under this contract shall commence on October 7, 2008 and continue to August 31, 2010, or until otherwise terminated or cancelled as hereinafter directed, or unless extended by direction of SANBAG.
2. Except as amended by this Amendment, all other provisions of Contract 09-095 remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have below signed:

San Bernardino County
Transportation Authority

HNTB Corporation

By: _____
Paul M. Eaton, President
SANBAG Board of Directors

By: _____

Title: _____

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Jean Rene Basle
SANBAG Counsel

Date: _____

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: December 10, 2009

Subject: Approve Cooperative Agreement No. C10162 with Caltrans for the Project Approval and Environmental Document (PA/ED) phase and Plans, Specifications, and Estimates (PS&E) phase of the Interstate 10 (I-10)/Tippecanoe Avenue Interchange project which would supersede Cooperative Agreements C04050, as amended, and C10047

Recommendation: * Approve Cooperative Agreement No. C10162 with Caltrans for the PA/ED and PS&E phases of the I-10/Tippecanoe Avenue Interchange project and terminate Cooperative Agreements C04050, as amended, and C10047.

Background: This is a new agreement that would supersede Cooperative Agreements C04050 as amended, and C10047. Under state law, SANBAG and Caltrans are required to enter into cooperative agreements for all phases of project development and construction of projects lead by SANBAG on the state highway system.

On February 4, 2004, the SANBAG Board of Directors approved Cooperative Agreement No. C04050 with Caltrans, which defined the roles and responsibilities of SANBAG and Caltrans relative to the PA&ED Phase of the I-10/Tippecanoe Interchange project. On January 7, 2009, the SANBAG Board approved an amendment to Cooperative Agreement No. C04050 to extend the duration of the agreement.

On September 2, 2009, the SANBAG Board of Directors also approved Cooperative Agreement No. C10047 with Caltrans which defined the roles and

Approved
Major Projects Committee

Date: December 10, 2009

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

responsibilities of SANBAG and Caltrans relative to the PS&E Phase of the I-10/Tippecanoe Interchange project.

Per the current funding plan for the I-10/Tippecanoe interchange project, the PA&ED and PS&E phases are both partially funded by Federal TEA-21 Demonstration funds. In order to obligate the TEA-21 Demonstration funds for PS&E, the cooperative agreement needed to be revised to include both the PA/ED and PS&E phases. If the two phases are not included in one agreement, the obligation of the federal funds for PS&E cannot occur until environmental clearance is obtained. The concern is the longer these funds remain unobligated, the greater the chance a portion of the funds will be subject to rescission. For this reason, it is recommended that cooperative agreement that includes both PA/ED and PS&E phases be approved.

Financial Impact: This item is consistent with the FY 2009/2010 budget.

Reviewed By: This item will be reviewed by the Major Projects Committee on December 10, 2009. SANBAG Counsel has reviewed and approved the agreement as to form.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

SANBAG Contract No. **C10162**
by and between
San Bernardino County Transportation Authority
and
The California Department of Transportation
for
PA/ED and PS&E Cooperative Agreement

FOR ACCOUNTING PURPOSES ONLY

<input type="checkbox"/> Payable	Vendor Contract # <u>8-1229</u> A2	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes: This contract supersedes agreements C04050, as amended, and C10047

Original Contract: \$ <u>0</u>	Previous Amendments \$ _____
	Previous Amendments \$ _____
	Contingency / Allowance Total: \$ _____
Contingency / Allowance Amount \$ <u>0</u>	Current Amendment: \$ _____
	Current Amendment Contingency / Allowance: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ► \$ 0

* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.

▼ Include funding allocation for the original contract or the amendment

Main Task/Project	Level 1	Level 2	Cost Code/Object	Grant ID/Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
_____	_____	_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 1/6/10 Contract Start: 1/6/10 Contract End: 12/31/14

New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

Allocate the **Total Contract Amount** or **Current Amendment** amount between **Approved Budget Authority** in the current year and **Future Fiscal Year(s) Unbudgeted Obligation**.

Approved Budget Authority ►	Fiscal Year: <u>09/10</u> \$ <u>0</u>	Future Fiscal Year(s) – Unbudgeted Obligation ►	\$ <u>0</u>
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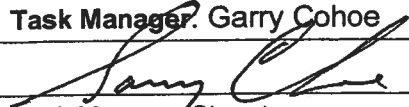
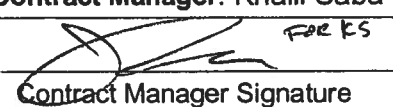

- ☒ Budget authority for this contract currently exists in Task No. 8241 (C-Task may be used here.).
- ☐ A budget amendment is required. A Budget Amendment Request is attached.

CONTRACT MANAGEMENT

Check all applicable boxes:

- ☒ Intergovernmental ☐ Private ☐ Federal Funds ☐ State/Local Funds
- ☐ Disadvantaged Business Enterprise (DBE) ☐ Underutilized DBE (UDBE)

Task Manager: Garry Cohoe	Contract Manager: Khalil Saba
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 Task Manager Signature	 Contract Manager Signature
Date <u>12/1/09</u>	Date <u>12/1/09</u>
 Chief Financial Officer Signature	Date <u>12/2/09</u>

TN 82410000

DRAFT

08-SBd-10-PM 25.3/27.3
I-10/Tippecanoe Avenue
I/C Improvements, Bridge Widening
And Street Improvements
In the cities of SBd and Loma Linda
EA 448100
District Agreement No. 8-1229 A/2

COOPERATIVE AGREEMENT

THIS AGREEMENT, ENTERED INTO EFFECTIVE ON _____, 2009, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE," and the

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY, a public
corporation of the State of California, referred to
herein as "AUTHORITY."

RECITALS

1. The parties hereto entered into Project Approval and Environmental Document (PA&ED) Agreement 08-1229 on February 4, 2004, said Agreement defining the terms and conditions to improve the existing interchange at Interstate 10 (I-10) and Tippecanoe Avenue including ramp improvements, bridge widening, and street improvements, referred to herein as "PROJECT."
2. The parties hereto also entered into Amendment Agreement 08-1229 A/1, on December 31, 2008, to extend the expiration date from December 31, 2008 to December 31, 2011.
3. The parties hereto also entered into Plans, Specifications, and Estimate (PS&E) Agreement 08-1450 on September 30, 2009, said Agreement also defining the terms and conditions of PROJECT.
4. It has been determined that Demonstration Transportation Equity Act for the 21st Century (DEMO-Tea-21) funding source must include both the PA&ED and PS&E phases of PROJECT. In order to secure the DEMO-TEA-21 funding source, this PA&ED Agreement is amended to also include the PS&E phase of PROJECT.
5. AUTHORITY is willing to be responsible for one hundred percent (100%) of all capital outlay and support costs, except that the costs of STATE's Independent Quality

Assurance (IQA) of PA&ED and PS&E, all hereinafter referred to as PROJECT DEVELOPMENT, and STATE's costs incurred as the California Environmental Quality Act (CEQA) Lead Agency and National Environmental Policy Act (NEPA) Lead Agency, if applicable, in the review, comment, and approval, if appropriate, of the PROJECT environmental documentation prepared entirely by AUTHORITY, will be borne by STATE.

6. AUTHORITY desires to contribute DEMO-TEA 21 funding source in the amount of \$5,765,000 to be matched with Measure I funding source in the amount of \$2,224,224. The PROJECT estimated cost is \$7,989,224 as shown on Exhibit A, attached hereto and made a part of this Agreement. If it becomes necessary for an increase in PROJECT funding, said increase will be paid in full by AUTHORITY. Funds for the PROJECT cost will be secured by AUTHORITY from other agencies.
7. STATE funds will not be used to finance any of the PROJECT DEVELOPMENT capital and support costs except as set forth in this Agreement.
8. The terms of this Agreement shall supersede any inconsistent terms of any prior Memorandum of Understanding (MOU) or agreement relating to PROJECT.
9. PROJECT Landscape Maintenance, Right of Way, and Construction will be the subject of a separate future agreement or agreements.
10. This Agreement will define roles and responsibilities of the CEQA Lead Agency and CEQA Responsible Agency regarding environmental documentation, studies, and reports necessary for compliance with CEQA. This Agreement will also define roles and responsibilities for compliance with NEPA, if applicable.
11. STATE and AUTHORITY hereto now intend to define herein the revised terms and conditions under which PROJECT is to be developed, designed and financed pursuant to this Amendment, which replaces District Agreement No. 8-1229 and District Agreement No. 8-1450 in their entirety.

SECTION I

AUTHORITY AGREES:

1. To be responsible one hundred percent (100%) of all PROJECT DEVELOPMENT capital and support costs except for costs of STATE's IQA and STATE's review, comment and approval if appropriate, of the PROJECT environmental documentation for CEQA, and NEPA if applicable. If it becomes necessary to obtain additional funds to complete PROJECT these additional funds will be provided by AUTHORITY. Funds for the PROJECT cost will be secured by AUTHORITY from other agencies

2. To not use STATE funds for any PROJECT capital and support costs except as set forth in this Agreement.
3. All PROJECT work performed by AUTHORITY, or performed on AUTHORITY's behalf, shall be performed in accordance with all State and Federal laws, regulations, policies, procedures, and standards that STATE would normally follow. All such PROJECT work shall be submitted to STATE for STATE's review, comment, concurrence, and/or approval at appropriate stages of development.
4. All PROJECT work, except as set forth in this Agreement, is to be performed by AUTHORITY. Should AUTHORITY request that STATE perform any portion of PROJECT work, except as otherwise set forth in this Agreement, AUTHORITY shall first agree to reimburse STATE for such work pursuant to an amendment to this Agreement or a separate executed agreement.
5. To have a Project Report (PR) and detailed PS&E prepared, at no cost to STATE, and to submit each to STATE for STATE's review, concurrence, and/or approval at appropriate stages of development. The PR and the final PS&E for PROJECT shall be signed on behalf of AUTHORITY by a Civil Engineer registered in the State of California. AUTHORITY agrees to provide landscape plans prepared and signed by a licensed California Landscape Architect.
6. To permit STATE to monitor, participate, and oversee selection of personnel who will prepare the PR, prepare environmental documentation, including the investigative studies and technical environmental reports, prepare the PS&E. AUTHORITY agrees to consider any request by STATE to avoid a contract award or to discontinue services of any personnel considered by STATE to be unqualified on the basis of credentials, professional expertise, failure to perform, and/or other pertinent criteria.
7. Personnel who prepare the preliminary engineering and environmental documentation, including investigative studies and technical environmental reports, shall be made available to STATE, at no cost to STATE, through completion of PROJECT construction to discuss problems which may arise during PS&E, Right of Way, and Construction phases of the PROJECT, and/or to make design revisions for contract change orders.
8. AUTHORITY shall include a "conflict of interest" requirement in the PROJECT design consultant contract(s) that prohibits the design consultant from being employed or under contract to the future PROJECT construction contractor.
9. To make written application to STATE for necessary encroachment permits authorizing entry of AUTHORITY onto SHS right of way to perform required PROJECT DEVELOPMENT work as more specifically defined elsewhere in this Agreement. AUTHORITY shall also require AUTHORITY's consultants and contractors to make written application to STATE for the same necessary encroachment permits.

10. To identify and locate all utility facilities within the area of PROJECT as part of the design responsibility for PROJECT. All utility facilities not relocated or removed in advance of construction shall be identified on the PS&E for PROJECT.
11. If any existing utility facilities conflict with the construction of PROJECT or violate STATE's encroachment policy, AUTHORITY shall make all necessary arrangements with the owners of such facilities for their timely accommodation, protection, relocation, or removal.

The costs for the PROJECT's positive identification and location, protection, relocation, or removal of utility facilities whether inside or outside SHS right of way shall be determined in accordance with Federal and California laws and regulations, and STATE's policies and procedures, standards, practices, and applicable agreements including, but not limited to, Freeway Master Contracts.

12. To furnish evidence to STATE, in a form acceptable to STATE, that arrangements have been made for the protection, relocation, or removal of all conflicting facilities within SHS right of way and that such work will be completed prior to award of the contract to construct PROJECT or as covered in the PS&E for said contract. This evidence shall include a reference to all required SHS encroachment permits.
13. To be responsible for, and to the STATE's satisfaction, the investigation of potential hazardous material sites within and outside existing SHS right of way that could impact PROJECT as part of performing any work pursuant to this Agreement. If AUTHORITY discovers hazardous material or contamination within the PROJECT study area during said investigation, AUTHORITY shall immediately notify STATE.
14. If AUTHORITY desires to have STATE advertise, award, and administer the construction contract for PROJECT, AUTHORITY shall provide STATE with plans in a format acceptable to STATE. Reimbursement to STATE for costs incurred by STATE to advertise, award, and administer the construction contract for PROJECT will be covered in a separate Cooperative Agreement.
15. All aerial photography and photogrammetric mapping shall conform to STATE's current standards.
16. A copy of all original survey documents resulting from surveys performed for PROJECT, including original field notes, adjustment calculations, final results, and appropriate intermediate documents, shall be delivered to STATE and shall become property of STATE. For aerial mapping, all information and materials listed in the document "Materials Needed to Review Consultant Photogrammetric Mapping" shall be delivered to STATE and shall become property of STATE.
17. All original recorded land title documents created by PROJECT shall be delivered to STATE and become property of STATE.

18. To submit to STATE a list of STATE horizontal and vertical control monuments that will be used to control surveying activities for PROJECT.

SECTION II

STATE AGREES:

1. At no cost to AUTHORITY, to complete STATE's review, comment, and approval, if appropriate, as the CEQA Lead Agency and NEPA Lead Agency, if applicable, of the environmental documentation prepared entirely by AUTHORITY and to provide IQA of all AUTHORITY PROJECT DEVELOPMENT work necessary for completion of the PR and PS&E for PROJECT done by AUTHORITY, including, but not limited to, investigation of potential hazardous material sites undertaken by AUTHORITY or its designee, and provide prompt reviews, comments, concurrence, and/or approvals as appropriate, of submittals by AUTHORITY, while cooperating in timely processing of documents necessary for completion of the environmental documentation, PR, and PS&E for PROJECT.
2. Upon proper application by AUTHORITY and by AUTHORITY's contractor, to issue, at no cost to AUTHORITY and AUTHORITY's contractor, the necessary encroachment permits for required work within the SHS right of way as more specifically defined elsewhere in this Agreement.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority and the allocation of funds by the California Transportation Commission (CTC).
2. Invoices for CALTRANS support costs include all direct and applicable indirect costs. Applicable indirect costs are determined by the type of funds being used to pay for support. State and federal funds are subject to the Program Functional Rate. Local funds (Measure money, developer fees, special assessments, etc.) are subject to the Program Functional Rate and the Administration Rate. CALTRANS establishes the Program Functional Rate and the Administration Rate annually according to State and Federal regulations.
3. The parties to this Agreement understand and agree that STATE's IQA is defined as providing STATE policy and procedural guidance through to completion of the PROJECT preliminary engineering and PS&E phases administered by AUTHORITY. This guidance includes prompt reviews by STATE to assure that all work and products

delivered or incorporated into the PROJECT by AUTHORITY conform with then existing STATE standards. IQA does not include any PROJECT related work deemed necessary to actually develop and deliver the PROJECT, nor does it involve any validation to verify and recheck any work performed by AUTHORITY and/or its consultants or contractors and no liability will be assignable to STATE, its officers and employees by AUTHORITY under the terms of this Agreement or by third parties by reason of STATE's IQA activities. All work performed by STATE that is not direct IQA shall be chargeable against PROJECT funds as a service for which STATE will invoice its actual costs and AUTHORITY will pay or authorize STATE to reimburse itself from then available PROJECT funds pursuant to an amendment to this Agreement authorizing such services to be performed by STATE.

4. The Project Study Report (PSR) for PROJECT, approved on August 27, 2002, is by this reference, made an express part of this Agreement. If there is a conflict of terms between the DPR and this Agreement, the terms of this Agreement shall prevail.
5. The basic design features shall comply with those addressed in the approved PSR, unless modified as required for completion of the PROJECT's environmental documentation and/or if applicable, requested by the Federal Administration (FHWA).
6. The design and preparation of environmental documentation, including investigative studies and technical environmental reports, for PROJECT shall be performed in accordance with all applicable Federal and STATE standards and practices current as of the date of performance. Any exceptions to applicable design standards shall first be considered by STATE for approval via the processes outlined in STATE's Highway Design Manual and appropriate memoranda and design bulletins published by STATE. In the event that STATE proposes and/or requires a change in design standards, implementation of new or revised design standards shall be done as part of the work on PROJECT in accordance with STATE's current Highway Design Manual Section 82.5, "Effective Date for Implementing Revisions to Design Standards." STATE shall consult with AUTHORITY in a timely manner regarding the effect of proposed and/or required changes on PROJECT.
7. STATE will be the CEQA Lead Agency and AUTHORITY will be a CEQA Responsible Agency. STATE will be the NEPA Lead Agency, if applicable. AUTHORITY will assess PROJECT impacts on the environment and AUTHORITY will prepare the appropriate level of environmental documentation and necessary associated supporting investigative studies and technical environmental reports in order to meet the requirements of CEQA and if applicable, NEPA. AUTHORITY will submit to STATE all investigative studies and technical environmental reports for STATE's review, comment, and approval. The environmental document and/or categorical exemption/exclusion determination, including the administrative draft, draft, administrative final, and final environmental documentation, as applicable, will require STATE's review, comment, and approval prior to public availability.

If, during preparation of preliminary engineering, preparation of the PS&E, performance of right of way activities, or performance of PROJECT construction, new information is obtained which requires the preparation of additional environmental documentation to comply with CEQA and if applicable, NEPA, this Agreement will be amended to include completion of those additional tasks by AUTHORITY.

8. AUTHORITY agrees to obtain, as a PROJECT cost, all necessary PROJECT permits, agreements, and/or approvals from appropriate regulatory agencies, unless the parties agree otherwise in writing. If STATE agrees in writing to obtain said PROJECT permits, agreements, and/or approvals, those said costs shall be a PROJECT cost.
9. AUTHORITY shall be fully responsible for complying with and implementing any and all environmental commitments set forth in the environmental documentation, permits, agreements, and/or approvals for PROJECT. The costs of said compliance and implementation shall be a PROJECT cost.
10. If there is a legal challenge to the environmental documentation, including investigative studies and/or technical environmental report(s), permits, agreements, and/or approval(s) for PROJECT, all legal costs associated with those said legal challenges shall be a PROJECT cost.
11. AUTHORITY, subject to STATE's prior review and approval, as a PROJECT cost, shall be responsible for preparing, submitting, publicizing and circulating all public notices related to the CEQA environmental process and if applicable, the NEPA environmental process, including, but not limited to, notice(s) of availability of the environmental document and/or determinations and notices of public hearings. Public notices shall comply with all State and Federal laws, regulations, policies and procedures. STATE will work with the appropriate Federal agency to publish notices in the Federal Register, if applicable.

STATE, as a PROJECT cost, shall be responsible for overseeing the planning, scheduling and holding of all public meetings/hearings related to the CEQA environmental process and if applicable, the NEPA environmental process. AUTHORITY, to the satisfaction of STATE and subject to all of STATE's and FHWA's policies and procedures, shall be responsible for performing the planning, scheduling and details of holding all public meetings/hearings related to the CEQA environmental process and if applicable, the NEPA environmental process. STATE will participate as CEQA Lead Agency and if applicable, the NEPA Lead Agency, in all public meetings/hearings related to the CEQA environmental process and if applicable, the NEPA environmental process, for PROJECT. AUTHORITY shall provide STATE the opportunity to provide comments on any public meeting/hearing exhibits, handouts or other materials at least ten (10) days prior to any such public meetings/hearings. STATE maintains final editorial control of exhibits, handouts or other materials to be used at public meetings/hearings.

12. In the event AUTHORITY would like to hold separate and/or additional public meetings/hearings regarding the PROJECT, AUTHORITY must clarify in any

meeting/hearing notices, exhibits, handouts or other materials that STATE is the CEQA Lead Agency and if applicable, the NEPA Lead Agency, and AUTHORITY is the CEQA Responsible Agency. Such notices, handouts and other materials shall also specify that public comments gathered at such meetings/hearings are not part of the CEQA and if applicable, NEPA, public review process. AUTHORITY shall provide STATE the opportunity to provide comments on any meeting/hearing exhibits, handouts or other materials at least ten (10) days prior to any such meetings/hearings. STATE maintains final editorial control of exhibits, handouts or other materials to be used at public meetings/hearings solely with respect to text or graphics that could lead to public confusion over CEQA and if applicable, NEPA, related roles and responsibilities.

13. All administrative reports, studies, materials, and documentation, including, but not limited to, all administrative drafts and administrative finals, relied upon, produced, created or utilized for PROJECT will be held in confidence pursuant to Government Code section 6254.5(e). The parties agree that said material will not be distributed, released or shared with any other organization, person or group other than the parties' employees, agents and consultants whose work requires that access without the prior written approval of the party with the authority to authorize said release and except as required or authorized by statute or pursuant to the terms of this Agreement.
14. The party that discovers hazardous material (HM) will immediately notify the other party(ies) to this Agreement.

HM-1 is defined as hazardous material (including but not limited to hazardous waste) that requires removal and disposal pursuant to federal or state law, whether it is disturbed by PROJECT or not.

HM-2 is defined as hazardous material (including but not limited to hazardous waste) that may require removal and disposal pursuant to federal or state law, only if disturbed by PROJECT.

15. STATE, independent of PROJECT, is responsible for any HM-1 found within existing SHS right of way. STATE will undertake HM-1 management activities with minimum impact to PROJECT schedule and will pay all costs associated with HM-1 management activities.

STATE, has no responsibility for management activities or costs associated with HM-1 found outside the existing SHS right of way. AUTHORITY, independent of PROJECT, is responsible for any HM-1 found within PROJECT limits outside existing SHS right of way. AUTHORITY will undertake, or cause to be undertaken, HM-1 management activities with minimum impact to PROJECT schedule, and AUTHORITY will pay, or cause to be paid, all costs associated with HM-1 management activities.

If HM-2 is found within the limits of PROJECT, the public agency responsible for advertisement, award, and administration (AAA) of the PROJECT construction contract

will be responsible for HM-2 management activities. Any management activity cost associated with HM-2 is a PROJECT construction cost.

16. Management activities associated with either HM-1 or HM-2 include, without limitation, any necessary manifest requirements and designation of disposal facility.
17. STATE's acquisition of or acceptance of title to any property on which any hazardous material is found will proceed in accordance with STATE's policy on such acquisition.
18. A separate Cooperative Agreement or agreements will be required to address Landscape Maintenance, Right of Way, and cover responsibilities and funding for the Construction phase of PROJECT.
19. Nothing within the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or to affect the legal liability of either party to the Agreement by imposing any standard of care with respect to the development, design, construction, operation, or maintenance of the SHS and public facilities different from the standard of care imposed by law.
20. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by AUTHORITY under or in connection with any work, authority or jurisdiction conferred upon AUTHORITY under this Agreement. It is understood and agreed that, AUTHORITY will fully defend, indemnify and save harmless STATE and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and or other theories or assertions of liability occurring by reason of anything done or omitted to be done by AUTHORITY under this Agreement.
21. Neither AUTHORITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE, under or in connection with any work, authority or jurisdiction conferred upon STATE under this Agreement. It is understood and agreed that, STATE will fully defend, indemnify and save harmless AUTHORITY and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.
22. Prior to the commencement of any work pursuant to this Agreement, either STATE or AUTHORITY may terminate this Agreement by written notice to the other party.
23. No alteration or variation of the terms of this Agreement shall be valid unless made by a formal amendment executed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

24. This Agreement shall terminate upon satisfactory completion of all post-PROJECT construction obligations of AUTHORITY and the delivery of required PROJECT construction documents, with concurrence of STATE, or on December 31, 2014, whichever is earlier in time, except that the ownership, operation, maintenance, indemnification, environmental commitments, legal challenges, and claims articles shall remain in effect until terminated or modified, in writing, by mutual agreement. Should any construction related or other claims arising out of PROJECT be asserted against one of the parties, the parties agree to extend the fixed termination date of this Agreement, until such time as the construction related or other claims are settled, dismissed or paid.

SIGNATURES ON FOLLOWING PAGE:

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY

WILL KEMPTON
Director

By: _____
RAYMOND W. WOLFE, PhD
District Director

By: _____
PAUL M. EATON, President
Board of Directors

APPROVED AS TO FORM AND
PROCEDURE:

Attest: _____
VICKI WATSON
Board Secretary

By: _____
Attorney,
Department of Transportation

By: _____
JEAN-RENE BASLE
AUTHORITY's Counsel

CERTIFIED AS TO FUNDS:

By: _____
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS AND POLICIES:

By: _____
Accounting Administrator

EXHIBIT A

COST ESTIMATE*

	STATE	FEDERAL	LOCAL	
PHASE		DEMO-TEA 21	MEASURE I	TOTAL
PA/ED and PS&E	0%	\$5,765,000	\$2,224,224	\$7,989,224
TOTAL	0%	\$5,765,000	\$2,224,224	\$7,989,224

*Funds shown at the program level

Minute Action

AGENDA ITEM: 6

Date: December 10, 2009

Subject: Delivery of the I-215/I-15 Devore Interchange project using the Design-Build delivery method in lieu of the traditional Design-Bid-Build method.

Recommendation:*

- 1) Authorize staff to proceed with a Design-Build delivery method for the I-215/I-15 Devore Interchange project.
- 2) Authorize staff to negotiate with Caltrans and reach agreement on roles and responsibilities, staffing assignments, project organization, schedule & cost, and the designation of Caltrans as the responsible agency for project development.

Background: On February 20, 2009, Senate Bill 4 (SBX2 4) was signed by Governor Schwarzeneger which amended the California Public Contract Code (Public Contract Code Section 6805 et seq.) and established the State's transportation Design-Build Demonstration Program. The intent of the design-build program is to evaluate the potential for reduced costs, expedited project completion, and design innovations that are typically associated with design-build projects.

The I-15/I-215 (Devore) Interchange project is good candidate for design-build. Utilizing the design-build procurement process would allow construction to commence up to 17 months sooner than using the traditional design-bid-build procurement process. Additional pros and cons are listed later in this item.

Approved
Major Projects Committee

Date: December 10, 2009

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

The Devore Interchange construction contract is currently scheduled to be awarded in December 2013. Trade Corridor Improvement Fund (TCIF) account program includes \$118 million for the Devore Interchange construction. The total estimated cost is \$368 million. Per the California Transportation Commission (CTC) policy the latest that a TCIF project can be awarded is December 31, 2013. Also, it is widely known that TCIF funds have been over-programmed and there is a high probability that by December 2013, the program funds would be completely depleted. By utilizing the design-build process, Devore Interchange could be delivered early which would reduce the risk of losing the TCIF funds.

Under the Design-Build Demonstration program, the California Transportation Commission (CTC) is allowed to authorize up to 15 design-build transportation projects, of which 10 are designated for Caltrans projects, and 5 are designated for local transportation entities or Regional Transportation Planning Agencies (RTPA). A legal opinion has not been agreed to on the intent of the legislative language with regard to the responsible agency for the 5 RTPA designated design-build projects if they are proposed on the State Highway System. For the 10 Caltrans designated projects, the legislation states that Caltrans shall be the responsible agency for project development of "on-line" projects. On-line projects are those within the State highway right-of-way. In addition the legislation requires Caltrans to propose a project with a value greater than \$200M.

The competition for the five slots available to local transportation entity or Regional Transportation Planning Agencies (RTPA) will be fierce and the likelihood of the Devore project being selected would be reduced. In addition, as discussed above a determination on the responsible agency would need to be made. Four of the ten Caltrans projects have been assigned with six slots open. The State's potential projects are generally maintenance type projects and do not meet the \$200M criteria. However, the State is interested in teaming with SANBAG to deliver the Devore Interchange project as a design-build project. For the reasons stated above, SANBAG staff strongly believe that proposing the Devore project as one of the 10 projects allocated for Caltrans would give the project the best chances of getting CTC approval. To be considered under the Caltrans 10 projects, all candidate projects must be submitted to Caltrans by January 5, 2010.

At the September 10, 2009 Major Projects Committee meeting, SANBAG staff presented the committee with information pertaining to the design-build delivery method, and highlighted the typical benefits, and risks associated with this method of delivery. A summary of the pros and cons specific to the I-215/I-15 Devore Interchange project are as follows:

Pros

- Using the design-build approach to deliver the I-215/I-15 Devore Interchange project would result in the acceleration of the construction start date up to 17 months sooner.
- Earlier construction start would enable SANBAG to request an earlier allocation of the TCIF funds, thus reducing the probability of potentially losing these funds should the program run out of money by 2013.
- Proceeding with the design-build method and designating Caltrans as the lead agency would underscore the current successful working relationship between Caltrans and SANBAG. Furthermore, the close coordination and cooperation with Caltrans would increase support for the project and would reduce or eliminate potential objections that could arise from the use of the design-build method.
- SANBAG would have administrative and project controls oversight of the project to help ensure on-time and on-budget delivery.
- Project support will be less expensive because of the earlier start, shorter delivery time and potential innovative approaches by design-build teams.
- The awarded design-build contract would be Fixed Lump Sum. Statistically, these types of design-build contracts will have fewer change orders provided the scope does not change after the contract is awarded.
- Some of the greater risk elements on the Devore interchange project, such as utilities and rail road coordination would be transferred to the design-builder.
- The Devore interchange project presents a number of design challenges due to the terrain and the physical and environmental constraints. This challenge creates a greater incentive for the design-build team to develop innovative solutions to reduce bid prices.

Cons

- The Devore interchange project would be the first local large scale design-build project to be managed and delivered by both Caltrans and SANBAG. While every effort will be made to assemble the most experienced and knowledgeable Caltrans/SANBAG team, there will be a learning curve. This can be minimized by SANBAG providing advisors with design-build expertise.
- Caltrans existing organizational structure could impede the success of a design-build project.

Based on early discussions between Caltrans and SANBAG, Caltrans has expressed willingness to use a projectized type organization that would give the Project Manager authority to make final decisions and provide overall approval and direction. This is a huge shift from the traditional Caltrans typical structure which is discipline based with emphasis on technical approach and functional managers.

- Funding for construction would need to be accelerated. Right-of-way acquisitions and utility relocations will need to be carefully coordinated on the Devore interchange project. Delays to these two activities could impact design-builder's schedule which could result in a change orders.

Before proceeding with design-build delivery method, potential delays listed in cons will be re-evaluated as the project documents are developed. If there is a significant negative impact to the schedule, the design-build contract advertisement will be delayed to mitigate potential cost and time exposure.

Current Recommendation

Staff is requesting authorization to negotiate with Caltrans and reach agreement on roles and responsibilities, staffing assignments, project organization, schedule & cost, and the designation of Caltrans as the responsible agency for project development. Staff is also requesting authorization to submit the Devore interchange project as one of ten potential design-build projects in the state to be lead by Caltrans.

Next Steps

If approved, staff will negotiate a co-operative agreement with Caltrans and return to the Board for approval. Status updates will be provided on a regular basis to inform the Major Project Committee members of the development of the Design-Build procurement documents.

Financial Impact: This action will not have an impact t the FY 2009/10 Budget.

Reviewed By: This item will be reviewed by the Major Projects Committee on December 10, 2009.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

Minute Action

AGENDA ITEM: 7

Date: December 10, 2009

Subject: Amendment 6 to Cooperative Agreement 95-065 with San Bernardino County Real Estate Services for right of way acquisition services

Recommendation:* Approve Amendment 6 to Cooperative Agreement No. 95-065 with San Bernardino County Real Estate Services for right of way acquisition services extending the period of performance two more years through December 31, 2011 and increasing contract maximum not to exceed amount by \$200,000 for a new agreement total of \$1,841,000.00 as described in the financial impact section below.

Background: This is an amendment to an existing cooperative agreement. In July 1995, SANBAG entered into Cooperative Agreement 95-065 with the San Bernardino County Real Estate Services Department (RESO) to provide right of way acquisition support for the SR 30/210 projects on an as-needed basis. In November 2002 SANBAG amended this cooperative agreement to expand the scope of work to include the State Street/University Parkway and Hunts Lane railroad grade separation projects, and other SANBAG Freeway projects. The County RESO has performed exceptionally well providing all phases of right of way acquisition services.

*

Approved
Major Projects Committee

Date: December 10, 2009

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

The right of way activities on the mainline SR 210 project are effectively complete; however, there is still ongoing work for the State Street/University Grade Separation project and the Hunts Lane Grade Separation project. Though all right of way has been acquired for the State Street Grade Separation project, eminent domain action is on-going. Hunts Lane acquisitions should finish in 2010; however, eminent domain action will continue beyond then. This amendment will fund and extend the agreement duration to allow for completion of this right of way work.

Financial Impact: This action is consistent with the 2009/10 Budget and does not require a budget amendment.

Reviewed By: This item will be reviewed by the Major Projects Committee on December 10, 2009. SANBAG Counsel has reviewed and approved the agreement as to form.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

SANBAG Contract No. 95-065-06

by and between

San Bernardino County Transportation Authority

and

County of San Bernardino

for

Right of Way Services**FOR ACCOUNTING PURPOSES ONLY**

<input checked="" type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID _____	<input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Amendment

Notes:

Original Contract:	\$ <u>1,141,000</u>	Previous Amendments Total:	\$ <u>500,000</u>
Contingency Amount:	\$ _____	Previous Amendments Contingency Total:	\$ <u>0</u>
		Current Amendment:	\$ <u>200,000</u>
		Current Amendment Contingency:	\$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 1,841,000.00

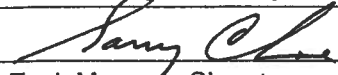
↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>870</u>	_____	<u>TCRP</u>	_____	\$ <u>200,000</u>
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: 07/11/95 Contract Start: 07/11/95 Contract End: 12/31/09New Amend. Approval (Board) Date: 01/06/10 Amend. Start: 1/01/10 Amend. End: 12/31/11**If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:**

Approved Budget Authority →	Fiscal Year: <u>09/10</u> \$ <u>100,000</u>	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ <u>100,000</u>
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Is this consistent with the adopted budget? ☒ Yes ☐ NoIf yes, which Task includes budget authority? 870If no, has the budget amendment been submitted? ☐ Yes ☐ No**CONTRACT MANAGEMENT****Please mark an "X" next to all that apply:**☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly LocalDisadvantaged Business Enterprise: ☒ No ☐ Yes _____ %Task Manager: **Garry Cohoe**Contract Manager: **Dennis Saylor**

 12/2/09
Task Manager Signature Date

Contract Manager Signature Date


Chief Financial Officer Signature Date

SANBAG Contract No. 95-065

Amendment No. 6

By and Between

San Bernardino County Transportation Authority

And

County of San Bernardino

For

Right of Way Services

This Amendment No. 6 of Contract No. 95-065 ("Contract") is entered into this 6th day of January, 2010 between San Bernardino County Transportation Authority ("Authority") and the County of San Bernardino ("County").

RECITALS

WHEREAS, Contract No. 95-065 was entered into between County and Authority on July 11, 1995, for Right of Way Services, State Route 210; and,

WHEREAS, additional time and funds are needed to complete the right of way services for Project;

NOW, THEREFORE, the Contract is amended as follows:

1. Extend the completion date of the Contract to December 31, 2011.
2. Increase the maximum not to exceed cost will be increased to be paid County under paragraph 7 of Section II to \$1,841,000.

San Bernardino
County Board of Supervisors

By: _____

Date: _____

San Bernardino
County Transportation Authority

By: _____
Paul M. Eaton, President
SANBAG Board of Directors

Date: _____

APPROVED AS TO FORM:

By:

Jean-Rene Basle
SANBAG Counsel

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 8

Date: December 10, 2009

Subject: Property appraisals and offers for purchase of properties necessary for the Hunts Lane and Union Pacific Railroad Company (UPRR) Grade Separation Project

Recommendation:*

1. Approve appraisals for three (3) residential properties in the City of Colton identified by Assessor's Parcel Numbers 016-439-101, 016-439-124 and 016-439-125, to be acquired for the Hunts Lane Grade Separation Project, and
2. Authorize staff to proceed with the full acquisition of three (3) residential properties identified by Assessor's Parcel Numbers 016-439-101, 016-439-124 and 016-439-125, including relocation assistance and demolition of the existing structures, in an amount not to exceed \$1,000,000, and
3. Authorize the Executive Director to act on behalf of SANBAG in signing offers to purchase three (3) residential properties identified by Assessor's Parcel Numbers 016-439-101, 016-439-124 and 016-439-125 for the Hunts Lane Grade Separation Project.

Background: As part of the Traffic Congestion Relief Program (TCRP) established by Assembly Bill 2928 of 2000, SANBAG was the designated recipient of \$95 million for the Alameda Corridor East railroad grade separation projects. Hunts Lane at the UPRR tracks is one of the five projects identified for this funding. The project was halted in December 2002 due to shortages in the

Approved
Major Projects Committee

Date: December 10, 2009

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

state budget, but was started again in July 2005 following the addition of federal funding sources to the project. Addition of federal funding required SANBAG to secure National Environmental Protection Act (NEPA) clearance for the project, which was obtained in June 2007.

Following preliminary design of the Hunts Lane Grade Separation project, one residential owner expressed concerns related to aesthetics and the lack of privacy at the rear of his home and backyard if the proposed, elevated grade separation structure were built adjacent to his property. At this time, issues related to utility relocations and maintenance of access to an existing medical clinic remained unresolved. Consequently, it was determined that acquisition of the three residential properties in this area was a viable solution to address these issues.

The plan to fully acquire these residential properties triggered a revalidation of the June 2007 NEPA environmental clearance. Caltrans Local Assistance provided a NEPA Categorical Exemption Determination on November 16, 2009. The CEQA Notice of Exemption filed in 2005 was not affected by this change in project scope and remains valid.

As an agent to SANBAG, County Real Estate Services (CRES) has completed appraisals of the three (3) subject properties which are summarized in attachment "A." The total estimated value for acquiring these three (3) parcels, providing relocation assistance and demolishing existing structures is \$802,906.

Staff has reviewed the appraisal reports and is recommending that the Board approve the appraisals and authorize staff, through CRES, to make offers for purchase of the three properties, to make offers for relocation assistance to property owners and to have the existing structures demolished, up to an aggregate amount \$1,000,000, which includes a 25% contingency above the appraised values, estimated relocation assistance and demolition costs for these properties.

Because action on these residential properties was delayed by the environmental revalidation process, the acquisition of these parcels is critical to keeping the project on schedule. To expedite the acquisition process moving forward, staff is recommending that the Board authorize the Executive Director to sign the offers for purchase on behalf of SANBAG once the offers have been prepared by CRES.

Pursuant to Civil Code of Procedure Section 1263.25, the property owner is entitled to obtain an independent appraisal for actual reasonable costs up to \$5,000, which would be covered by the requested contingency, if necessary.

Copies of the appraisals will be on file with the Director of Freeway Construction. The Board should be aware that while condemnation actions for these properties is a last resort and SANBAG's agent will go to every extent possible to avoid such actions, there is a potential that these properties may need to be acquired through eminent domain proceedings.

Financial Impact: This item is consistent with current Fiscal Year 2009/2010 budget with \$1,000,000 in TCRP funds available under TN 87010000.

Reviewed By: This item will be reviewed by the Major Projects Committee on December 10, 2009.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

ATTACHMENT "A"
Hunts Lane/UPRR Grade Separation - Parcels Information

PARCEL #	A.P.N. #	OWNER	ADDRESS	CITY	TYPE
1	016-439-101	Robert E. and Milaros G. Tubb	2395 Riverwood Street	Colton	Full Acquisition
2	106-439-124	Ovidu and Nicoleta Schampek	2396 Mountain Woods Street	Colton	Full Acquisition
3	016-439-125	Steven A. and Sophia Bills	2393 Mountain Woods Street	Colton	Full Acquisition

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 9

Date: December 10, 2009

Subject: Hunts Lane and Union Pacific Railroad Company (UPRR) Grade Separation Project Resolution of Necessity

Recommendation:* Receive staff report updating the Committee on issues discussed at the December 2, 2009 Board Resolution of Necessity hearing for the Hunts Lane and Union Pacific Railroad Grade Separation Project.

Background: At the December 2, 2009 Board Resolution of Necessity hearing, several public speakers raised concerns relative to the project design. The Board voted to continue the hearing at the January, 2010 Board meeting. Staff was requested to review and address the issues raised and to try to meet with the represented property owners which raised concerns. Staff is reviewing the concerns raised and is looking at options to address these concerns. A short presentation will be given at the Major Projects meeting on these issues and options. In addition, those represented property owners from the Resolution of Necessity hearing are invited to attend and participate.

Financial Impact: This item does not impact the budget. TN 87010000.

Reviewed By: This item will be reviewed by the Major Projects Committee on December 10, 2009.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

Approved
Major Projects Committee

Date: December 10, 2009

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Minute Action

AGENDA ITEM: 10

Date: December 10, 2009

Subject: Categorical Exemption determination under the California Environmental Quality Act (CEQA) for Tier 3 and Tier 4 of the San Bernardino Valley Coordinated Traffic Signal System Program

Recommendation:*

1. Approve the determination that Tier 3 and Tier 4 of the San Bernardino Valley Coordinated Traffic Signal System Program is Categorically Exempt under CEQA, CCR Title 14, Section 15302 (Replacement or Reconstruction of Existing Facilities) and CCR Title 14 Section 15303 (New Construction of Small New Equipment)
2. Approve the Notice of Exemption, attached as Attachment "A" for filing with the San Bernardino County Clerk.

Background: SANBAG is the lead agency for the implementation of Tiers 3 and 4 of the San Bernardino Valley Coordinated Traffic Signal System Program. These projects include the coordination of approximately 500 signals on various major arterials in the valley region of San Bernardino County. The work comprises the installation of traffic signal interconnect systems (via new or existing conduits and cable installations or wireless means), connecting various traffic signals to existing fiber optic systems, installation of wireless communication equipments on existing traffic signal poles and appurtenant work at various signal locations in the program.

SANBAG staff has found that these projects qualify for Class 2 and Class 3 exemptions in accordance with CEQA Guidelines CCR Title 14 Sections 15302

Approved
Major Projects Committee

Date: December 10, 2009

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

and 15303, respectively. Section 15302 allows for a project to be exempt from CEQA when the proposed action is related to a replacement or reconstruction of existing systems and/or facilities involving negligible or no expansion of capacity. Section 15303 allows for a project to be exempt when its purpose is to construct new, small equipment or facilities with no potential for significant environmental impacts.

The attached Notice of Exemption, when filed with the San Bernardino County Clerk, would inform the State Clearinghouse of SANBAG's Categorical Exemption determination and would commence a 35-day statute of limitations for challenges to SANBAG's determination as opposed to a 180-day statute of limitations if a Notice of Exemption is not filed.

Financial Impact: This item is consistent with the FY 2009/2010 budget.

Reviewed By: This item will be reviewed by the Major Projects Committee on December 10, 2009.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

ATTACHMENT A

NOTICE OF EXEMPTION

To: ☐ Office of Planning and Research
For U.S. Mail: P.O. Box 3044
 Sacramento, CA 95812-3044

From: Public Agency: San Bernardino Associated Governments
Street Address: 1400 Tenth Street, Rm. 121
 Sacramento, CA 95814

Address: 1170 West 3rd Street
San Bernardino, CA 92410-1715

☐ County Clerk
 County of: San Bernardino
 Address: 385 North Arrowhead Avenue
San Bernardino, CA 92415

Project Title: San Bernardino Valley Coordinated Signal System Program – Tier 3 & 4

Project Location – Specific: At approx 500 signal locations from Los Angeles County Line to Redlands at interchanges on the I-10, I-15, SR-30, SR-71, I-215, and SR-330 freeways and along major arterials (see attached map for exact locations)

Project Location – City: Chino, Chino Hills, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, and Upland

Project Location - County: San Bernardino

Description of Project: The proposed project is a signal coordination project that would interconnect and coordinate 500 signals along major arterials and associated freeway interchanges in the San Bernardino County Valley region. The project involves the installation of traffic signal interconnect systems, modification of traffic signals, installation of one traffic signal and connecting traffic signals to existing communication systems.

Name of Public Agency Approving Project: San Bernardino Associated Governments

Name of Person or Agency Carrying Out Project: San Bernardino Associated Governments

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Class 2, Section 15302(c); Class 3, Section 15303(d)
- ☐ Statutory Exemption. State code number: _____

Reasons why project is exempt: Class 2 Categorical Exemptions (CE) under Section 15302(c) and Class 3 CE under Section 15303(d) apply to replacement or reconstruction of existing facilities and new construction of small new equipment, respectively. This project will involve the replacement of outdated hardware and/or equipment at various signal locations, installation of new communication equipment at various signal locations, installation of one traffic signal and associated equipment, and connection of signals through new or existing conduit and cable installations or wireless means.

Lead Agency

Contact Person: Paul Melocoton, Assistant Project Manager Area Code/Telephone/Extension: (909) 884-8276

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

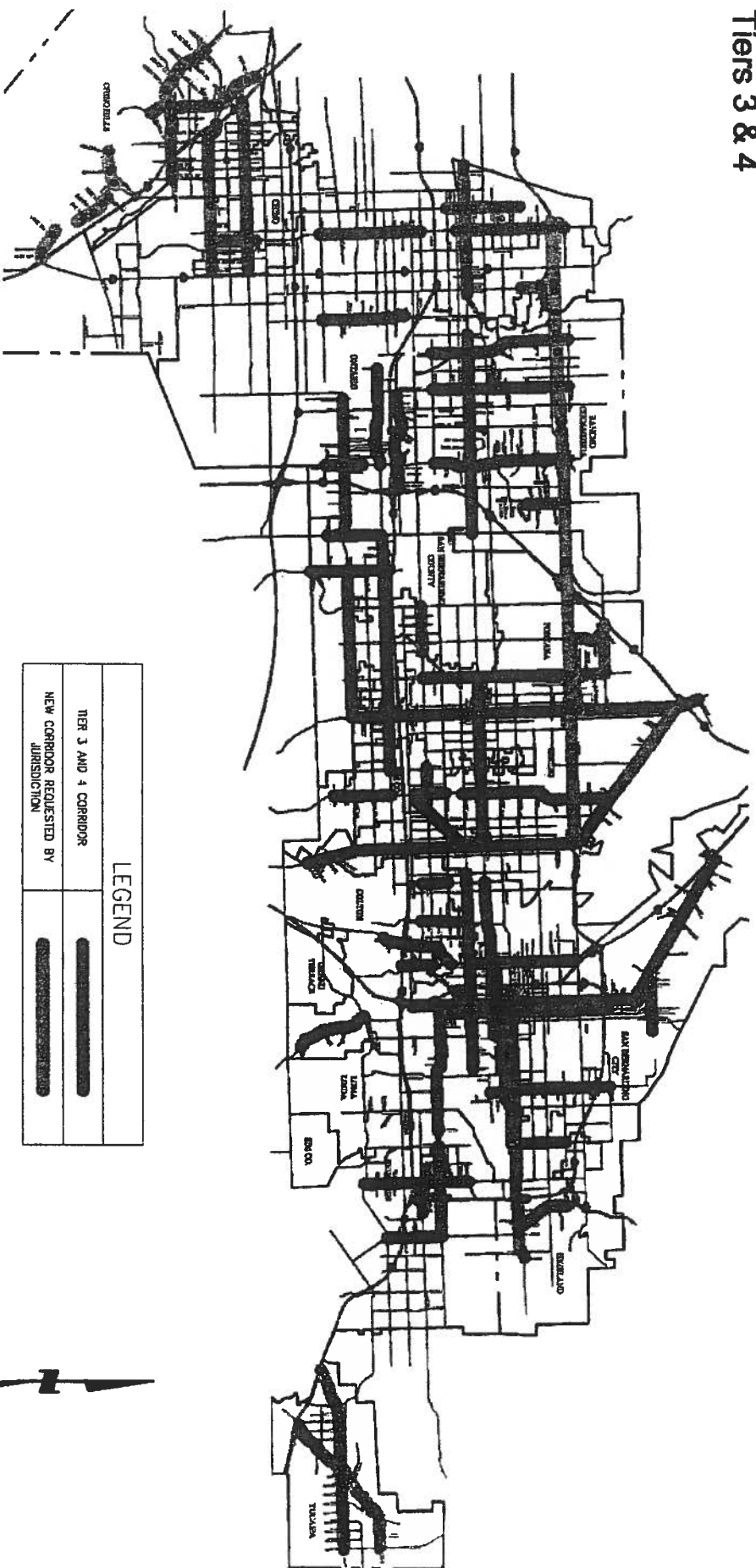
Signature: _____ Date: _____ Title: _____

☒ Signed by Lead Agency

☐ Signed by Applicant

Date received for filing at OPR: _____

San Bernardino Valley Coordinated Signal System Program Tiers 3 & 4



LEGEND	
TIER 3 AND 4 CORRIDOR	
NEW CORRIDOR REQUESTED BY JURISDICTION	

DESCRIPTION	DO NOT NEED WIRELESS COMMUNICATION	NEED WIRELESS COMMUNICATION
ORIGINAL TIER 3 AND 4 INTERSECTIONS	○	☆
NEW INTERSECTIONS ADDED WITHIN TIER 3 AND 4 CORRIDORS	⊙	☆
INTERSECTIONS REMOVED WITHIN TIER 3 AND 4 CORRIDORS	○	☆
INTERSECTIONS ADDED DUE TO LOGICAL EXTENSION OF TIER 3 AND 4 CORRIDORS	●	☆
ADDITIONAL INTERSECTION REQUESTED BY JURISDICTION	●	☆
CALTRANS TIER 3 AND 4 INTERSECTIONS	⊙	☆
NEW HARDWARE INTERCONNECT	△	



NOT TO SCALE

Governments
SANBAG
Working Together

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 11

Date: December 10, 2009

Subject: Reconfirm Support of SANBAG's Transportation Reauthorization Projects

Recommendation:* Re-adopt Board approved projects for the Federal Transportation Reauthorization bill (Attachment #3).

Background: Currently, federal funding for surface transportation projects is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act-Legacy for Users (SAFETEA-LU). While SAFETEA-LU expired on September 30, 2009, a continuing resolution was passed to provide for ongoing funding of existing transportation programs. The purpose of this item is to seek renewed Board support for SANBAG's reauthorization projects, which were adopted in February 2009.

During April and May of 2009, Congress received SANBAG's previously adopted projects for reauthorization (Attachment #3), which does not compete with SANBAG's advocacy efforts or funding requests for the annual appropriations bill. For projects requested with a total project cost of more than \$20 million, such projects were requested for inclusion as both a High Priority Project (specific earmark) and as a Project of National and Regional Significance (general authorization with no specific dollar amount). This strategy was consistent with Congressional direction to reduce earmarks while, at the same time; authorize funding for a number of projects deemed as national priorities. As a result of our advocacy efforts, our House delegates submitted a number of

*

Approved
Major Projects Committee

Date: December 10, 2009

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

projects to the House Transportation and Infrastructure Committee for consideration, but no further discussion or action has been taken. Senators Boxer and Feinstein also requested reauthorization projects, but there was no measureable result of that effort.

Chairman Oberstar of the House Transportation and Infrastructure Committee has released draft legislation for the next transportation reauthorization bill; however, the draft 775-page bill has not been given a bill number yet and includes no specific earmarks for projects. On the Senate side, Senator Barbara Boxer has been working on a separate transportation reauthorization bill, but no bill text is available.

Ongoing Advocacy Strategy for Transportation Reauthorization

SANBAG's ongoing advocacy strategy for reauthorization includes general policy considerations and specific transportation needs. In developing a strategy for the transportation reauthorization bill, it was generally understood that such efforts will evolve as actual bill language and national priorities require. Also, SANBAG's reauthorization advocacy strategy will need to be re-examined as joint advocacy efforts are formulated by the entire Southern California region.

As Congress continues its work on the surface transportation reauthorization bill, SANBAG's approved principles for reauthorization have served as a foundation to proactively advocate for policy considerations (please see Attachment #1).

With regards to SANBAG's overall funding approach for transportation projects, SANBAG submitted projects to Congress, per Board direction, which were aligned to all other SANBAG strategies, to the extent possible, and allowed SANBAG to advocate for its most competitive regional capital improvement projects in terms of corridors, vital connectors, interchanges, public-private partnership projects and transit.

Last year, in preparation for the SANBAG D.C. Advocacy Trip in February 2009, SANBAG identified projects to advocate for inclusion in the next surface transportation reauthorization bill (please see Attachment #3). Looking ahead, in 2010, a small Board contingency will revisit Capitol Hill to advocate for SANBAG's funding requests and will be asked to provide input for the next transportation reauthorization bill.

History of Identifying SANBAG's Reauthorization Projects

Last year, SANBAG coordinated with each of its member jurisdictions to use the recommended "Guidelines for Identifying Projects for Federal Reauthorization" (Attachment #2) and obtained information regarding potential projects for reauthorization. Projects were then analyzed to determine regional benefits in relationship to National Corridors and Trade Corridors of National Significance, vital connectors, grade separations along Alameda Corridor East and regionally-significant transit projects. This information was compared to data found in the Regional Transportation Improvement Program (RTIP), the Draft Measure I (2010-2040) Strategic Plan, the Draft Projects for the Victor Valley Subarea Measure I (2010-2040). Additionally, project status/readiness schedules and identified/committed funding sources were taken into consideration as project delivery within the term of the next reauthorization bill is a high priority for Congress.

The results of this effort provided a short-list of potential projects (please see Attachment #3). Before finalizing this list, staff also ranked a number of projects to better illustrate specific regional priorities. For interchanges previously prioritized by SANBAG, rankings were upheld when compared to other interchanges listed. That said, interchanges included in Attachment #3 were also ranked in relationship to its highway corridor. This was done to better demonstrate the goal of advocating for funds on the corridor (in general) as a primary request, which could be used on any of the projects listed within a corridor, and advocating for specific projects within a corridor as a secondary request, if necessary.

With regards to transit, projects were ranked to align the phasing strategy with the reauthorization advocacy strategy.

All-in-all, SANBAG's reauthorization projects shared the following attributes:

- Region-wide benefits that meet federal requirements;
- Other committed funding sources; and
- Commence construction by 2015.

The Board adopted its reauthorization strategy and projects in February 2009. This agenda item is intended to (1) provide an update on the transportation reauthorization process; (2) reaffirm previous policy directives; (2) provide a unified message of continued support for reauthorization projects already

submitted to Congress; and (3) to provide our Congressional delegation with a manageable list of projects to maximize funding opportunities for San Bernardino County, in the event this information is requested again.

Financial Impact: Funding for SANBAG's Legislative program is consistent with the adopted SANBAG Budget Task No. 50310000. This item might have a potential positive impact on SANBAG's transportation programs.

Reviewed By: This item is scheduled for review by the Major Projects Committee on December 10, 2009 and the Mountain/Desert Committee on December 18, 2009.

Responsible Staff: Jennifer Franco, Director Intergovernmental and Legislative Affairs

ATTACHMENT #1

San Bernardino Associated Governments on Federal Transportation Authorization 2008

The current Federal transportation authorization act, also known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA – LU), will expire after September 30, 2009. As a new authorization bill is crafted in Congress, the following topic areas are vital to the preservation and operation of highways and transit systems in San Bernardino County.

1. Rebuild and maintain transportation infrastructure in a good state of repair.

Conditions on San Bernardino County's surface transportation systems are deteriorating and require near doubling of the current financial commitment to bring the system to a state of good repair.

- Give a high priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.

2. Ensure the financial integrity of the Highway and Transit Trust Funds, and authorize innovative funding mechanisms.

Current transportation revenue streams are not appropriately funding transportation infrastructure. The current per gallon gas tax will not provide the needed revenue funding stability. Funding for transportation infrastructure requires a steady, reliable funding source spanning multiple years.

- Maintain a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs.
- Diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms, and alternatives to the per-gallon gasoline tax that are accepted by the public.
- Reserve earmarks only for those projects in approved transportation plans and programs.

3. Enhance mobility through congestion relief within and between San Bernardino County metropolitan areas.

Southern California requires federal assistance to meet U.S. EPA air quality regulations. San Bernardino urban areas have some of the worst congestion and air quality in the nation.

- Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in the most congested areas.
- Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships (P3), including innovative finance programs and interstate tolling.
- Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
- Expand project eligibility within programs and increase flexibility among programs.

4. Establish goods movement, as a national economic priority.

The efficient movement of goods from ports of entry and across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs. San Bernardino County's transportation system is greatly impacted by the movement of freight from the ports of Long Beach and Los Angeles to the rest of the nation.

- Create a new federal program and funding sources dedicated to relieving freight congestion.
- Ensure state and local flexibility in project selection.

ATTACHMENT #1

- Grant priority for federal funding to projects of national significance that have a substantial state/local match.
- Fund mitigation of environmental and community impacts associated with goods movement.
- Prioritize the Southern California Consensus Corridor, which includes the Alameda Corridor East, I-10 and I-15.

5. Strengthen comprehensive environmental stewardship.

Environmental mitigation needs to be considered as part of every project and program.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.
- Ensure regulation of emissions from interstate trucks and trains and international shipping sufficient to guarantee those sources contribute their fair share to attaining federal health standards.

6. Strengthen the federal commitment to safety and security.

SANBAG recognizes that traffic safety saves lives, reduces injury, and assists in optimizing the flow of traffic.

- Increase funding for safety projects aimed at reducing fatalities.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

7. Streamline Project Delivery

It is critical that environmental clearances and reviews be done expediently, in a manner consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.
- Align NEPA to CEQA where it makes sense to do so.

Guidelines for Identifying Projects for Federal Reauthorization

San Bernardino Associated Governments (SANBAG) is formulating a strategy for the next transportation reauthorization bill, which is likely to include an opportunity to advocate for specific projects. Please assist SANBAG with identifying potential projects that will improve and maintain our existing transportation infrastructure in a manner that meets regional and national priorities by utilizing the criteria below:

- ***The nominated project is in the latest approved, conforming Regional Transportation Plan (RTP) AND in the Measure I (2010-2040) Expenditure Plan. (YES/NO)***
Inclusion of a project in the approved, conforming RTP and in the Measure I expenditure plan demonstrates regional need, a financial commitment, and consistency with requirements to improve air quality.
- ***The nominated project has completed National Environmental Protection Act (NEPA) clearance or is in the clearance process. (YES/NO)***
Projects that receive federal funds must complete the NEPA clearance process. Projects that have already completed or that are about to complete the NEPA process are considered more competitive.
- ***The nominated project is in the Regional Transportation Improvement Program (RTIP). (YES/NO)***
The RTIP is a 5- year programming document that includes all regionally significant projects, regardless of funding source. Candidate projects not in the RTIP would have to be amended in, resulting in delay.
- ***Federal funding for this project would save Measure I funds for other projects. (YES/NO)***
Federal funding for the nominated project would supplant Measure I funds, which could, in turn, be moved to other projects important to SANBAG.
- ***The nominated project is a freeway improvement, freeway interchange improvement, grade separation, rapid bus project (BRT), light rail, or commuter rail project. (YES/NO)***
SANBAG's Measure I strategic planning process has identified the types of projects listed above. Nominated projects fitting one of the above descriptions are also more likely to match priorities in the next federal authorization bill.
- ***The nominated project is on a trade corridor of national significance and/or a High Priority Corridor on the National Highway System. (YES/NO)***
Trade Corridors of National Significance are key freight corridors as defined by Congress, which includes I-10, I-15 and the Alameda Corridor East. Nominated projects along I-10 and I-15 may include interchange and mainline improvements. Alameda Corridor East grade separations also meet this criterion.
- ***Nominated Valley freeway interchanges: in the top 10 of the interchange prioritization list. (YES/NO)***
Nominated Valley freeway interchanges should be among the top 10 of SANBAG's interchange prioritization list.
- ***For Valley or Victor Valley interchanges or grade separations, the development share is committed. (YES/NO)***
The development share has been identified and committed for the nominated project.
- ***Nominated Grade Separations: top ten on prioritized list AND already federalized, OR amount of proposed federal funding more than offsets the reduction in railroad contribution and cost of delay associated with NEPA compliance. (YES/NO)***
Grade separation projects that are already federalized are preferred.
- ***The nominated project will be able to start construction by 2014-15. (YES/NO)***
The nominated project will have completed all pre-construction phases in time to begin construction by 2014.
- ***The nominated project is supported by multiple jurisdictions. (YES/NO)***
The nominated project is supported by multiple jurisdictions.
- ***The nominated project is a vital connector to the state highway system and/or inter-jurisdictional mobility. (YES/NO)***
The nominated project is a vital connector to/from the state highway system. Vital connectors may also include projects that will enhance inter-jurisdictional mobility.

ATTACHMENT #3
Staff Recommendation: SANBAG Reauthorization Requests

SANBAG's reauthorization strategy is part of a multi-faceted approach to securing funding and includes the following capital improvement projects. Projects listed below are regionally significant projects that are aligned with National Corridors and Trade Corridors of National Significance. In addition, included are key transit facilities. The recommended reauthorization requests are shown in ***bold italic print***. The other listed projects are on the subject corridors.

TOTAL I-15 CORRIDOR REQUESTS TO INCLUDE:

- ***#1 Priority Request:***
Interstate I-15/I-215 Devore Interchange, San Bernardino County
- ***#6 Priority Request:***
I-15 Mainline Expansion between SR-60 and I-10, San Bernardino County
- ***#4 Priority Request:***
I-15/Nisqualli-LaMesa Interchange, Victorville (if not already fully funded); AND
I-15/Ranchero Road Interchange, Hesperia
- I-15/Baseline Road Interchange, Rancho Cucamonga
- I-15/Eucalyptus Interchange, Hesperia
- I-15/Joshua/Muscatel Interchange, Hesperia

TOTAL I-10 CORRIDOR REQUESTS TO INCLUDE:

- ***#2 Priority Request:***
I-10 Mainline High Occupancy Vehicle (HOV) Lanes, between I-215 and SR-210
- ***#3 Priority Request:***
Interstate 10/Cedar Avenue Interchange, Colton/Rialto
- Interstate 10/University Avenue Interchange, Redlands
- Interstate 10/Alabama Interchange, Redlands
- Interstate 10/Mt. Vernon Interchange, City of San Bernardino

TOTAL PUBLIC PRIVATE PARTNERSHIPS (P3) TO INCLUDE:

- ***#1 P3 Request:***
High Desert Corridor, Victorville

TOTAL ALAMEDA CORRIDOR EAST CORRIDOR TO INCLUDE:

- ***#5 Priority Request:***
Lenwood Grade Separation, Barstow
- ***#7 Priority Request:***
Vista Rd Grade Separation

TOTAL TRANSIT PROJECTS TO INCLUDE:

- ***#1 Priority – E Street sbX BRT (Bus Rapid Transit Project)***
- ***#2 Priority – Redlands Rail Project***
- ***#3 Priority – San Bernardino Transit Station***
- Positive Train Control
Regional Request with Metrolink

Minute Action

AGENDA ITEM: 12

Date: December 10, 2009

Subject: Results of Capital Project Needs Analysis (CPNA) for Measure I 2010-2040 Apportionment

Recommendation:* Receive report on requests for Measure I 2010-2040 funds for projects identified in the Capital Project Needs Analyses.

Background: The Measure I 2010-2040 Strategic Plan established an annual process for the conveyance of Measure I 2010-2040 funds to programs and projects contained in the Measure I Expenditure Plan. The process entails four steps, which include the identification of needs, fund apportionment, fund allocation and fund expenditure. A comprehensive explanation of the four-step process can be found within the Strategic Plan beginning on page IV-5.

SANBAG staff initiated the four-step process on July 8, 2009 by circulating a memo to City Managers and the County Administrative Officer requesting information on capital project needs from local jurisdictions in the Valley and the Victor Valley. Valley jurisdictions responded with completed CPNAs on September 30, 2009 for the Valley Major Street and Valley Freeway Interchange Programs. Victor Valley jurisdictions are in the process of finalizing the joint subarea CPNA for the Victor Valley Major Local Highway Program. The other Mountain/Desert subareas have been working with SANBAG staff to identify funding needs over the early years of the new Measure I. For all other programs managed by SANBAG, the capital project needs were submitted by the individual SANBAG program managers.

Approved
Major Projects Committee

Date: December 10, 2009

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

Since receipt of the capital project needs for each of the Valley Measure I programs and the Mountain/Desert Major Local Highway Programs, staff has been working to compare the anticipated FY2010-2015 Measure I revenue with the submitted program needs. The first step in comparing need and revenue was to formally adopt a FY2010-2015 revenue estimate for Measure I. At its November meeting, the Board approved the use of \$105,000,000 as the revenue estimate for FY10/11. Additionally, the Board approved the use of a 1% annual growth rate in revenue for each of the subsequent four years of the Measure and the use of the current revenue distribution among subareas for planning purposes. The distribution of the \$105,000,000 for FY 10/11 by subarea and the Cajon Pass is included in Table 1 below.

**Table 1. Estimate of Measure I Revenue by
Subarea and Cajon Pass FY2010/2011 (in \$1,000s – all programs)**

	Revenue Estimate	% of Total
Cajon Pass	\$2,949	2.81%
Valley	\$83,536	79.56%
Victor Valley	\$11,823	11.26%
Colorado River	\$234	0.22%
Morongo Basin	\$2,147	2.04%
Mountains	\$1,696	1.62%
North Desert	\$2,615	2.49%
Total	\$105,000	100.00%

With the Measure I revenue for FY 2010-2011 established, staff has been comparing the Measure I requests submitted for each program against the projected revenue. The cash flow analysis being conducted over the next two to three months will provide the analytical basis for the Board to make an informed apportionment decision for Measure I programs for FY10/11. It is important to note that the Measure I revenue shown in subsequent tables assumes no borrowing. It is simply the revenue that is estimated based on the Expenditure Plan percentages. An evaluation of apportionment alternatives, including options for bonding, will be provided to SANBAG Board members at a workshop scheduled for January 20, 2010. At this stage, it is anticipated that staff will provide a recommendation for program apportionment and project allocation to the SANBAG policy committees and Board in the February/March 2010 timeframe.

This agenda item provides initial cash flow information for each subarea and the Cajon Pass expenditure plan by program for those programs that are not “pass-through.” It does not include information for any of the Local Street or Senior and Disabled Programs. Those programs are assumed to be passed through to the appropriate agencies at the rates established by the Measure I Ordinance.

This agenda item does not include information for the Major Local Highway Program for each of the Rural Mountain/Desert subareas. The Strategic Plan contains no formal annual requirement for Rural Mountain/Desert jurisdictions to prepare a CPNA. It is anticipated that funds will be apportioned to the program as revenues are collected based on Expenditure Plan percentages. Allocations of the funds will be made pursuant to a candidate project list developed within the subarea and on an as needed basis following a financial analysis.

Cajon Pass

In 2006, SANBAG completed the I-15 Comprehensive Corridor Study. In the study, the reconfiguration of the I-15/I-215 Devore Interchange was listed among the highest priority activities to be completed within the corridor. Following the acceptance of the report, SANBAG initiated the Project Study Report (PSR) for the project. The PSR for the Devore Interchange was completed in March 2009 and the project is currently in the Project Approval and Environmental Document (PA&ED) phase. The PA&ED phase of the project is estimated to be complete by August 2011 and Final Design and Right-of-Way acquisition will be complete in 2013. Construction would commence in 2013, and the facility would open to the public in 2017.

The Devore Interchange project is one of the eligible projects included under the Cajon Pass Expenditure Plan in Measure I 2010-2040. Other eligible projects in the Cajon Pass include widening of I-15 and truck climbing lanes. The revenue stream for the Cajon Pass Expenditure Plan is comprised of 3% of San Bernardino Valley and Victor Valley revenue, which equates to approximately 2.81% of total Measure I revenue. The estimated revenue for the Cajon Pass is \$2,949,000 in FY10/11.

The Devore Interchange is currently estimated to cost \$368 million. It received an award of \$118 million from the Trade Corridors Improvement Fund (TCIF) of Proposition 1B. To maintain eligibility for TCIF funding, the project must begin construction by 2013. The project is included on SANBAG’s federal re-authorization list, and SANBAG is requesting a federal allocation of \$151 million for the project. The cash flow analysis will consider receipt of various levels of federal funds and the potential impact on SANBAG’s cash flow. A

portion of the revenue need could be reduced through the receipt of federal re-authorization funds.

Table 2 below includes the Measure I CPNA request by year, the amount of estimated Measure I revenue by year and the funding deficit for the Devore Interchange that is projected based on the comparison of estimated Measure I need and revenue availability. As indicated, the Cajon Pass program has a significant revenue shortfall without borrowing against Measure I and/or significant additional federal/state dollars. Borrowing against Measure I had to be assumed in the TCIF baseline agreement to demonstrate full funding for that project.

**Table 2. CPNA Request by Year
Cajon Pass Expenditure Plan (\$1,000s)**

Devore Interchange*	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15
CPNA Request	\$6,000	\$17,000	\$36,606	\$31,391	\$30,856
Measure I Revenue	\$2,949	\$2,979	\$3,009	\$3,039	\$3,069
Excess Revenue	(\$3,051)	(\$14,027)	(\$33,597)	(\$28,352)	(\$27,787)

* TCIF project

**The need for Measure I funds will be dependent on level of federal funding for Devore interchange obtained through re-authorization.

San Bernardino Valley

Freeway Program

The Valley Freeway Program is currently working on project development activities for five projects that require Measure I 2010-2040 funds for delivery over the next five years, although the largest of the Measure I needs are not until FY12/13 and beyond. The five projects requiring Measure I 2010-2040 funds during the FY2010/2011 CPNA process include: I-10 HOV, I-215 Bi-County (HOV gap closure project), I-215/Barton Rd Interchange and I-215/Mt Vernon Interchange. The projects on the I-215 are the remaining carryover projects from Measure I 1990-2010. The I-10 HOV project is the first new Valley Freeway Program project initiated under Measure I 2010-2040.

Table 3 below includes the Measure I CPNA request by year, the amount of estimated Measure I revenue by year and the funding deficit for the Freeway Program that is projected based on the comparison of estimated Measure I need

and revenue. It is important to note that the I-15 widening project is not included in the table, but is being considered in the 10-Year Delivery Plan for Major Projects.

**Table 3. CPNA Request by Year
Valley Freeway Program (\$1,000s)**

Project *	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15
I-215 Bi County	\$2,457	\$8,090	\$6,749	\$4,393	\$4,405
I-10 HOV	\$1,277	\$2,446	\$2,901	\$3,383	\$2,124
I-215 Barton Rd I/C	\$1,425	\$1,440	\$10,111	\$15,260	\$16,849
I-215 Mt Vernon I/C	\$0	\$2,200	\$14,118	\$23,599	\$36,648
SR-210 East	\$3,375	\$3,375	\$3,375	\$2,600	\$6,500
Total CPNA Request	\$8,534	\$17,551	\$37,254	\$49,235	\$66,526
Estimated MI Rev.	\$24,225	\$24,468	\$24,712	\$24,959	\$25,209
Excess Revenue	\$15,691	\$6,917	(\$12,542)	(\$24,276)	(\$41,317)

*Other projects such as the I-15 widening project are not included in the table, but are being considered in the 10-Year Delivery Plan for Major Projects

Interchange Program

The Valley Freeway Interchange Program is one of the two Valley programs in Measure I 2010-2040 that is subject to the development mitigation requirements contained in the Ordinance and implemented through the Congestion Management Program (CMP). Valley Freeway Interchanges are prioritized by reduction in vehicle hours of delay, and the prioritization list is included in the SANBAG Strategic Plan. The update to the prioritization list occurs every two years concurrent with the update to the Nexus Study.

SANBAG received requests for Measure I 2010-2040 funding for 16 interchange projects between FY2010 and FY2015, including two interchanges that have been allocated TCIF funding by the state of California—I-10/Citrus and I-10/Cherry. The Measure I requests for each of the 16 interchange projects, ordered according to the project prioritization list, are included as Attachment 1 to this agenda item. The amounts listed include only the Measure I request and assume the availability of development mitigation in the amounts established in the Nexus Study.

The Valley Freeway Interchange Program is subject to the Project Advancement Program that was established by the SANBAG Board in 2006. The Project

Advancement Program was established to promote project delivery of near-term projects with the promise of repayment, up to 40% of the annual Interchange Program revenue stream, once Measure I 2010-2040 revenue flow commenced. The Measure I Strategic Plan Policy 40002/PA-9 established the maximum of 40% as the amount of repayment for project advancement agreements (PAA) and that is the rate that is assumed in this analysis. There are currently three executed PAAs for interchange projects—I-10/Live Oak, I-10/Riverside, and I-15/Duncan Canyon—and one pending PAA for Phase 1 of improvements to the I-10/Pepper interchange. PAAs are reimbursed in order of expenditure. SANBAG is currently in the process of obtaining invoice data for PAA projects and establishing a reimbursement schedule for interchange PAAs.

Table 4 below includes the Measure I CPNA request by year, the amount of estimated Measure I revenue by year and the funding deficit for the Freeway Interchange Program that is projected based on the comparison of estimated Measure I need and revenue.

**Table 4. CPNA Request by Year
Valley Freeway Interchange Program (\$1,000s)**

Project	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15
PAA Repay (40%)	\$3,676	\$3,712	\$3,749	\$3,787	\$3,825
16 I/C Projects*	\$11,799	\$24,036	\$24,511	\$16,226	\$6,813
Total CPNA Request	\$15,475	\$27,748	\$28,260	\$20,013	\$10,638
Estimated MI Rev.	\$9,189	\$9,281	\$9,374	\$9,467	\$9,562
Excess Revenue	(\$6,286)	(\$12,717)	(\$18,886)	(\$9,795)	(\$325)

*Includes two TCIF Interchanges—I-10/Citrus and I-10/Cherry

Major Street Program

The Valley Major Street Program is the second of the two Valley programs in Measure I 2010-2040 that is subject to the development mitigation requirements contained in the Ordinance and implemented through the Congestion Management Program (CMP). The Major Street Program is comprised of two sub-programs in the Strategic Plan, the Rail/Highway Grade Separation and Arterial Sub-programs.

The Rail/Highway Grade Separation Sub-program received fund allocation requests for 7 grade separations, including five that have received allocations of

Proposition 1B TCIF funds and are required to be under construction by 2013. Hunts Lane in the Cities of San Bernardino and Colton and Main Street in the City of Grand Terrace and County of Riverside were also submitted for funding consideration. The Measure I requests for each of the 7 grade separation projects are included as Attachment 2 to this agenda item. The amounts listed include only the Measure I request and assume the availability of development mitigation in the amounts established in the Nexus Study. N. Milliken and Hunts Ln both were allocated State TCRP funding, but according to conversations with the California Transportation Commission (CTC), the funding is not expected to be available until FY15/16 at the earliest. Assuming the TCRP is unavailable as indicated adds an additional \$44,147 in capital need in the Grade Separation Sub-program.

For the Arterial Sub-program, some jurisdictions requested more than their equitable share of Arterial Sub-program funding and some submitted less than their equitable share. Jurisdictions are not permitted to receive reimbursement for projects in excess of their five-year equitable share, including reimbursement through the Project Advancement Program. The Measure I requests by jurisdiction for the arterial projects are included as Attachment 3 to this agenda item. The amounts listed include only the Measure I request and assume the availability of the development mitigation in the amounts established in the Nexus Study.

The Valley Major Street Program is subject to the Project Advancement Program that was established by the SANBAG Board in 2006. The Project Advancement Program was established to promote project delivery of near-term projects with the promise of repayment, up to 40% of the annual Major Street Program revenue stream, once Measure I 2010-2040 commenced. The Measure I Strategic Plan Policy 40002/PA-9 established the maximum of 40% as the amount of repayment for project advancement agreements (PAA) and that is the rate that is assumed in this analysis. There are currently 16 arterial and grade separation projects approved for the Project Advancement Program. A number of jurisdictions are eligible to execute PAAs to reimburse public share costs for additional projects for which construction began prior to January 31, 2009. PAAs are reimbursed in order of expenditure. SANBAG is currently in the process of obtaining invoices for PAA projects and establishing a reimbursement schedule for arterial and grade separation PAAs.

Table 5 below includes the Measure I CPNA request by year, the amount of estimated Measure I revenue by year and the funding deficit for the Major Street Program that is projected based on the comparison of estimated Measure I need and revenue. It is important to note that SANBAG staff has not yet analyzed each

funding request for accuracy as to the percentages of development share and other financial data. The total request amount could be modified after this analysis is conducted.

**Table 5. CPNA Request by Year
Major Street Program (\$1,000s)**

Project	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15
PAA Repay (40%)	\$6,683	\$6,750	\$6,817	\$6,885	\$6,954
7 Grade Sep Projects*	\$52,807	\$18,327	\$42,811	\$33,740	\$0
Arterial Projects	\$12,861	\$57,804	\$19,244	\$30,895	\$14,128
Total CPNA Request	\$72,351	\$82,881	\$68,872	\$71,520	\$21,082
Estimated MI Rev.	\$16,707	\$16,874	\$17,403	\$17,213	\$17,386
Excess Revenue	(\$55,644)	(\$66,007)	(\$51,469)	(\$54,307)	(\$3,696)

*Includes 5 TCIF Grade Separations—Glen Helen, N. Milliken, S. Milliken, Palm, and Vineyard

Traffic Management Systems Program

The Valley Traffic Management Systems Program provides funding to leverage additional federal, State, local or private funds for project types that include, but are not limited to, travel demand management, travel supply management and environmental enhancement. The CPNAs that were received for the Traffic Management Systems Program seek funds to provide the local match to federal Congestion Mitigation and Air Quality (CMAQ) funds for SANBAG's Alternative Fuels and Rideshare Programs. Within the five-year CPNA, resources are required for maintenance of SANBAG's Signal Synchronization Program. The maintenance is currently funded entirely by CMAQ for Tiers 1 and 2, but beginning FY11/12, CMAQ is no longer an eligible funding source for maintenance of Tiers 1 and 2 of the program. Tiers 3 and 4 can be maintained by CMAQ funds through FY13/14. Beginning in FY14/15, local funding would be required to provide for the maintenance of the entire program.

Table 6 below includes the Measure I CPNA request by year, the amount of estimated Measure I revenue by year and the funding deficit for the Traffic Management Systems Program that is projected based on the comparison of estimated Measure I need and revenue.

**Table 6. CPNA Request by Year
Valley Traffic Management Systems Program (\$1,000s)**

Project	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15
Signal Sync Maint	\$0	\$1,000	\$1,000	\$1,000	\$1,900
Alt Fuel/ITS	\$189	\$217	\$250	\$288	\$330
Total CPNA Request	\$189	\$1,217	\$1,250	\$1,288	\$2,230
Estimated MI Rev.	\$1,671	\$1,687	\$1,704	\$1,721	\$1,739
Excess Revenue	\$1,482	\$470	\$454	\$433	(\$491)

Metrolink/Rail Program

The Valley Metrolink/Rail Program is working to deliver two major projects within the first five years of Measure I 2010-2040. The projects include the extension of Metrolink service on the San Bernardino Line to downtown San Bernardino and the Redlands Rail project between the cities of Redlands and San Bernardino. SANBAG staff recently authorized circulation of an RFP for preliminary engineering and environmental documentation for the Metrolink extension. Redlands Rail is currently in the Alternatives Analysis process established by the Federal Transit Administration.

Table 7 below includes the Measure I CPNA request by year, the amount of estimated Measure I revenue by year and the funding deficit for the Metrolink/Rail Program that is projected based on the comparison of estimated Measure I need and revenue.

**Table 7. CPNA Request by Year
Valley Metrolink/Rail Program (\$1,000s)**

Project	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15
Metrolink Extension	\$15,000	\$31,453	\$0	\$0	\$0
Redlands Rail	\$4,475	\$88,990	\$75,097	\$0	\$0
Total CPNA Request	\$19,475	\$120,443	\$75,097	\$0	\$0
Estimated MI Rev.	\$6,683	\$6,750	\$6,817	\$6,885	\$6,954
Excess Revenue	(\$12,792)	(\$113,693)	(\$68,280)	\$6,885	\$6,954

Express Bus/BRT Program

SANBAG's draft Long Range Transit Plan identified nine potential Bus Rapid Transit (BRT) corridors and three Express Bus Routes on Valley freeways. The first of the nine BRT corridors to be developed is the E Street sbX, which will provide BRT service from North San Bernardino to the Veterans' Hospital in Loma Linda. The project is currently estimated to be ready for construction in FY11/12. The E Street sbX is currently estimated to cost a total of \$192 million. The project has received an FTA Small Starts grant of \$75 million and the balance of the project funding will be provided by Omnitrans and SANBAG. Omnitrans has indicated to SANBAG that it would like to bond for \$19 million in Express Bus/BRT Program funds to provide the full funding for the project.

Table 8 below includes the Measure I CPNA request by year, the amount of estimated Measure I revenue by year and the funding deficit for the Express Bus/BRT Program that is projected based on the comparison of estimated Measure I need and revenue.

**Table 8. CPNA Request by Year
Valley Express Bus/BRT Program (\$1,000s)**

E Street BRT	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15
Total CPNA Request	\$1,671	\$20,874	\$0	\$0	\$0
Estimated MI Rev.	\$1,671	\$1,687	\$1,704	\$1,721	\$1,739
Excess Revenue	\$0	(\$19,187)	\$1,704	\$1,721	\$1,739

Victor Valley

Major Local Highway Program

For a number of years, jurisdictions within the Victor Valley have been working on a series of major transportation improvements. The joint CPNA submitted by the Victor Valley jurisdictions continues efforts to deliver the major transportation improvements during the first five years of the Measure. Projects that have requested funding from the Victor Valley Major Local Highway (MLH) Program during the FY10/11 CPNA include I-15/Ranchero Interchange PAA reimbursement, I-15/La Mesa-Nisqualli Interchange and the Yucca Loma Bridge.

The City of Hesperia entered into a PAA with SANBAG for reimbursement of eligible public share expenses. According to Policy 40011/VVPA-9, SANBAG shall reimburse each local jurisdiction having one or more PAA(s) executed under the Victor Valley Major Local Highway Program with up to 20% of annual program revenues until the PAA is fully reimbursed. The 20% represents the approximately equivalent share of revenues established for the Victor Valley MLH Program in Strategic Plan Policy 40013/VVMLH-2(a). Consequently, SANBAG staff has included 20% of the program revenue for reimbursement of Hesperia's PAA.

Additionally, when SANBAG approved the \$250 million Revenue Anticipation Note in May 2009, the agency included \$24 million for I-15/La Mesa-Nisqualli. The bond revenue funds are not included in the revenue estimate provided for the Victor Valley MLH Program. Table 9 below includes the Measure I CPNA request by year, the amount of estimated Measure I revenue by year and the funding deficit for the Victor Valley MLH Program that is projected based on the comparison of estimated Measure I need and revenue.

**Table 9. CPNA Request by Year
Victor Valley MLH Program (\$1,000s)**

Project	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15
PAA for Ranchero I/C	\$510	\$510	\$510	\$510	\$510
La Mesa-Nisqualli I/C	\$15,000	\$15,000	\$0	\$0	\$0
Yucca Loma Bridge	\$15,800	\$0	\$0	\$0	\$0
Total CPNA Request	\$31,310	\$15,510	\$510	\$510	\$510
Estimated MI Revenue	\$2,956	\$2,986	\$3,016	\$3,046	\$3,076
Excess Revenue	(\$30,103)	(\$14,321)	\$2,496	\$2,520	\$2,545

Project Development and Traffic Management Systems Program

Each Mountain/Desert Subarea includes a Project Development and Traffic Management Systems (PDTMS) Program that is funded with 2% of the Local Street Program revenue. No formal CPNA has been prepared for the Victor Valley's PDTMS Program, but in December 2008, the Board approved \$240,866 as a contribution to the I-15 High Occupancy Toll Lanes study, which represents the Victor Valley's proportional share of the project cost based on centerline miles. Additionally, SANBAG staff has identified approximately \$25,000 annually to match Mojave Desert CMAQ funds for alternative fuel and

ridesharing programs. Currently, the San Bernardino Valley provides the match to the Mojave Desert CMAQ because Measure I 1990-2010 did not include a pooled program that could serve to match the funds.

Table 10 below includes the Measure I CPNA request by year, the amount of estimated Measure I revenue by year and the funding deficit for the Victor Valley PDTMS Program that is projected based on the comparison of estimated Measure I need and revenue.

**Table 10. CPNA Request by Year
Victor Valley PDTMS Program (\$1,000s)**

Project	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15
Alt Fuel/ITS	\$64	\$73	\$84	\$97	\$111
I-15 Toll Study	\$241	\$0	\$0	\$0	\$0
Total CPNA Request	\$305	\$73	\$84	\$97	\$111
Estimated MI Rev.	\$166	\$167	\$169	\$171	\$172
Excess Revenue	(\$139)	\$94	\$85	\$74	\$61

Conclusion

The summary of the capital project needs compared against projected Measure I revenue by subarea presented above is illuminating. Staff's preliminary assessment is that the program requests clearly exceed the amount of projected available revenue. Projects may need to be delayed, cash-flow borrowing between programs may be needed, and/or additional bonding may be required to maintain current commitments.

Beginning in December, SANBAG staff will begin preparing a series of apportionment alternatives for consideration by policy committees and the Board. The roll-out of the alternatives is currently anticipated to occur to SANBAG Board members in January 2010. Based on those discussions, the apportionment alternatives would be refined and a recommendation would be presented to the policy committees in February. The goal is to have an apportionment and allocation decision by the Board at its March meeting. This will enable SANBAG and local jurisdiction staff to budget for Measure I revenue in FY10/11.

- Financial Impact:*** This item has no direct impact on the adopted Budget. However, the eventual apportionment and allocation of Measure I 2010-2040 for FY 2010-2011 will represent a significant commitment of SANBAG's financial resources. Staff activities associated with this item are consistent with the adopted Budget, Task No. 51510000, Measure I Apportionment and Allocation.
- Reviewed By:*** This item will be reviewed by the Major Projects Committee on December 10, 2009 and the Mountain/Desert Committee on December 18, 2009. The technical material in this item was provided to the reviewed by the Transportation Technical Advisory Committee on November 30, 2009.
- Responsible Staff:*** Ryan Graham, Transportation Planning Analyst

Attachment 1 Interchange CPNA Request

Interchange	Priority Ranking	Phase	Measure I Request (\$ 1,000s)				
			FY10/11	FY11/12	FY12/13	FY13/14	FY14/15
I-10/Cherry	N/A	Const	\$ -	\$ 944.00	\$ 3,822.00	\$ 854.00	\$ -
I-10/Citrus	N/A	Const	\$ -	\$ 294.00	\$ 1,668.00	\$ 702.00	\$ 22.00
I-10/Tippecanoe	N/A	PSE, ROW, Const	\$ 657.00	\$ 3,027.00	\$ 2,943.00	\$ 2,943.00	\$ 573.00
I-10/Cedar	1	PSE	\$ 2,940.00	\$ -	\$ -	\$ -	\$ -
SR-210/Base Line	2	PA/ED, PSE, Const	\$ 46.00	\$ 138.00	\$ 2,124.00	\$ -	\$ -
SR-60/Central	3	Const	\$ -	\$ -	\$ 5,232.73	\$ 6,976.97	\$ 249.18
I-215/University	5	PA/ED, PSE	\$ 69.00	\$ 540.00	\$ 638.00	\$ -	\$ -
I-15/Base Line Rd	7	Const	\$ 2,500.00	\$ 10,767.50	\$ -	\$ -	\$ -
SR-60/Archibald	9	PA/ED, PSE, Const	\$ 134.00	\$ 268.00	\$ -	\$ -	\$ 2,276.00
SR-60/Euclid	12	Const	\$ 55.00	\$ -	\$ -	\$ -	\$ -
SR-210/5th St	21	PA/ED, PSE, Const	\$ 34.00	\$ 100.00	\$ 1,546.00	\$ -	\$ -
SR-60/Vineyard	24	PA/ED, PSE	\$ -	\$ 1,008.00	\$ 2,017.00	\$ -	\$ -
I-10/Grove	25	PA/ED, PSE	\$ 1,200.00	\$ 1,200.00	\$ 4,520.55	\$ 4,000.00	\$ 2,942.80
			\$ 7,635.00	\$ 18,286.50	\$ 24,511.28	\$ 15,475.97	\$ 6,062.98

Attachment 2

Grade Separation CPNA Request

Project	Phase	Measure I Request (\$1,000s)				
		FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15
Glen Helen	PSE, ROW, Const	\$ 1,083	\$ 5,157	\$ 4,074	\$ -	\$ -
Hunts	Const	\$ 3,295	\$ 3,295	\$ -	\$ -	\$ -
N. Milliken	Const	\$ 40,347	\$ -	\$ -	\$ -	\$ -
S. Milliken	PSE, ROW, Const	\$ 4,201	\$ 2,523	\$ 23,836	\$ 23,836	\$ -
Palm	PSE, ROW, Const	\$ 2,664	\$ 5,212	\$ 2,548	\$ -	\$ -
Vineyard	PSE, ROW, Const	\$ 1,218	\$ 2,142	\$ 12,046	\$ 9,904	\$ -
Main	PA/ED	\$ -	\$ -	\$ 308	\$ -	\$ -
		\$ 52,807	\$ 18,327	\$ 42,811	\$ 33,740	\$ -

* N. Milliken and Hunts Lane project request represent absence of TCRP funds which were previously expected to be available. If Measure I funds are used to cover this funding gap, funds are expected to be repaid by the State in a future year. See text.

Attachment 3 Arterial CPNA Request

Arterial Sub-program Funding as Submitted (\$ 1,000s)							Arterial Sub-program Funding as Submitted (\$ 1,000s)						
Jurisdiction	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	Total	Jurisdiction	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	Total
Chino	\$888.30	\$19,324.00	\$1,176.00	\$24,252.49	\$1,924.51	\$47,565.30	Ontario	\$1,030.00	\$450.00	\$16,700.00	\$900.00	\$800.00	\$21,760.00
Other fed/state/local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Other fed/state/local	\$150.00	\$150.00	\$150.15	\$0.00	\$0.00	\$450.15
Dev Fees	\$312.69	\$8,802.05	\$413.96	\$7,249.10	\$677.43	\$15,455.23	Dev Fees	\$457.00	\$200.00	\$8,292.00	\$350.00	\$358.00	\$9,655.00
Reserved	\$575.61	\$12,521.95	\$762.04	\$17,003.39	\$1,247.08	\$32,110.07	Reserved	\$423.00	\$100.00	\$10,257.85	\$450.00	\$444.00	\$11,874.85
Unreserved	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Unreserved	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Chino Hills	\$0.00	\$30,439.50	\$0.00	\$0.00	\$0.00	\$30,439.50	Rancho Cucamonga	\$255.00	\$250.00	\$240.00	\$25.00	\$680.00	\$1,450.00
Other fed/state/local	\$0.00	\$500.00	\$0.00	\$0.00	\$0.00	\$500.00	Other fed/state/local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Dev Fees	\$0.00	\$564.50	\$0.00	\$0.00	\$0.00	\$564.50	Dev Fees	\$65.00	\$60.00	\$53.00	\$0.00	\$211.00	\$389.00
Reserved	\$0.00	\$29,200.00	\$0.00	\$0.00	\$0.00	\$29,200.00	Reserved	\$65.00	\$60.00	\$53.00	\$0.00	\$211.00	\$389.00
Unreserved	\$0.00	\$155.00	\$0.00	\$0.00	\$0.00	\$155.00	Unreserved	\$125.00	\$130.00	\$134.00	\$25.00	\$258.00	\$672.00
Colton	\$2,325.00	\$1,622.00	\$0.00	\$2,220.00	\$2,541.00	\$8,708.00	Redlands	\$240.00	\$240.00	\$265.00	\$147.00	\$393.00	\$1,265.00
Other fed/state/local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Other fed/state/local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Dev Fees	\$2,225.00	\$1,322.00	\$0.00	\$220.00	\$258.00	\$4,025.00	Dev Fees	\$58.00	\$58.00	\$65.00	\$147.00	\$0.00	\$328.00
Reserved	\$100.00	\$300.00	\$0.00	\$2,000.00	\$2,282.00	\$4,682.00	Reserved	\$61.00	\$63.00	\$65.00	\$0.00	\$137.00	\$326.00
Unreserved	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Unreserved	\$121.00	\$119.00	\$135.00	\$0.00	\$256.00	\$631.00
Fontana	\$2,463.00	\$6,462.50	\$10,810.63	\$9,271.38	\$9,105.50	\$40,133.00	Rialto	\$3,250.00	\$4,556.00	\$1,441.00	\$3,557.00	\$2,572.00	\$15,376.00
Other fed/state/local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Other fed/state/local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Dev Fees	\$390.50	\$1,000.50	\$1,060.50	\$0.00	\$1,000.00	\$3,451.50	Dev Fees	\$1,330.00	\$1,864.00	\$590.00	\$147.00	\$2,360.00	\$6,291.00
Dev Loan	\$1,682.00	\$6,399.00	\$8,230.25	\$8,490.00	\$7,247.50	\$32,048.75	Reserved	\$1,920.00	\$2,692.00	\$851.00	\$3,410.00	\$212.00	\$9,085.00
Reserved	\$390.50	\$843.00	\$825.88	\$329.38	\$406.00	\$2,794.75	Unreserved	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Unreserved	\$0.00	\$240.00	\$664.00	\$452.00	\$452.00	\$1,808.00							
Grand Terrace	\$165.00	\$1,040.14	\$0.00	\$0.00	\$0.00	\$1,205.14	San Bernardino	\$4,488.00	\$20,494.00	\$19,117.00	\$14,873.00	\$10,375.00	\$69,327.00
Other fed/state/local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Other fed/state/local	\$3,498.00	\$16,552.00	\$12,735.00	\$7,156.00	\$0.00	\$39,943.00
Dev Fees	\$68.00	\$416.06	\$0.00	\$0.00	\$0.00	\$482.06	Dev Fees	\$907.00	\$1,621.00	\$1,506.00	\$1,500.00	\$2,780.00	\$8,314.00
Reserved	\$99.00	\$624.09	\$0.00	\$0.00	\$0.00	\$723.09	Reserved	\$63.00	\$1,355.00	\$3,656.00	\$1,900.00	\$2,780.00	\$9,954.00
Unreserved	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Unreserved	\$0.00	\$968.00	\$1,020.00	\$4,315.00	\$4,615.00	\$11,116.00
Highland	\$6,109.00	\$33,285.00	\$9,690.00	\$0.00	\$0.00	\$49,084.00	Upland	\$1,221.00	\$779.00	\$0.00	\$0.00	\$0.00	\$2,000.00
Other fed/state/local	\$3,406.00	\$29,949.00	\$9,690.00	\$0.00	\$0.00	\$43,045.00	Other fed/state/local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Dev Fees	\$787.00	\$350.00	\$0.00	\$0.00	\$0.00	\$1,137.00	Dev Fees	\$800.00	\$366.00	\$0.00	\$0.00	\$0.00	\$966.00
Reserved	\$1,916.00	\$2,784.00	\$0.00	\$0.00	\$0.00	\$4,700.00	Reserved	\$580.00	\$386.00	\$0.00	\$0.00	\$0.00	\$966.00
Unreserved	\$0.00	\$202.00	\$0.00	\$0.00	\$0.00	\$202.00	Unreserved	\$41.00	\$27.00	\$0.00	\$0.00	\$0.00	\$68.00
Loma Linda	\$395.00	\$975.00	\$100.00	\$455.00	\$3,750.00	\$5,675.00	Yucaipa	\$2,052.00	\$1,754.00	\$1,522.00	\$831.00	\$840.00	\$8,999.00
Other fed/state/local	\$300.00	\$700.00	\$0.00	\$0.00	\$2,750.00	\$3,750.00	Other fed/state/local	\$307.00	\$0.00	\$0.00	\$0.00	\$0.00	\$307.00
Dev Fees	\$20.00	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,020.00	Dev Fees	\$1,496.00	\$1,469.00	\$1,257.00	\$557.00	\$557.00	\$5,387.00
Reserved	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Reserved	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Unreserved	\$75.00	\$275.00	\$100.00	\$455.00	\$0.00	\$905.00	Unreserved	\$247.00	\$256.00	\$265.00	\$274.00	\$283.00	\$1,325.00
Montclair	\$0.00	\$300.00	\$0.00	\$0.00	\$0.00	\$300.00	County	\$8,484.17	\$4,164.00	\$0.00	\$33.00	\$107.00	\$12,768.17
Other fed/state/local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Other fed/state/local	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Dev Fees	\$0.00	\$150.00	\$0.00	\$0.00	\$0.00	\$150.00	Dev Fees	\$755.73	\$56.00	\$0.00	\$16.50	\$35.50	\$863.73
Reserved	\$0.00	\$150.00	\$0.00	\$0.00	\$0.00	\$150.00	Dev Loan	\$2,614.29	\$0.00	\$0.00	\$0.00	\$0.00	\$2,614.29
Unreserved	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	Reserved	\$4,149.94	\$4,108.00	\$0.00	\$16.50	\$35.50	\$8,309.94
							Unreserved	\$944.21	\$0.00	\$0.00	\$0.00	\$36.00	\$980.21
							Total Measure 1 Res/Unres	\$12,861.26	\$57,804.04	\$19,244.77	\$30,895.27	\$14,128.56	\$133,209.91
							Assumptions						
							* Does not include PAAs						
							** Does not include Prior expenditures as credit						
							*** MI Local Street included as Other fed/state/local						

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996